(ISSN 0163-7266)

RAILFAN & RAILROAD

ART: BOB KARSTEN

The "Gator Line"

KODACHROME: ALYN SPECHT

TROPICANA ORANGE JUICE'S ex-L&N/Family Lines Alco 251 re-engined GE 70-tonner 98, which works the Kearny, N.J., unit train facility, has received new colors. A new orange scheme is also being applied over the old NYC/PC black (**below**) of Chicago's Indiana Harbor Belt. SW1500 9202 was at Blue Island yard on May 31, 1980.

KODACHROME: DAVE NICOLETTI

ILLINOIS CENTRAL'S classic colors (**above**) were applied to ex-Yreka Western SW8 602 when it arrived on the Oregon, Pacific & Eastern at Cottage Grove, Ore. It now matches the OP&E's nine IC-scheme excursion passenger cars. An approximation of Maine Central's handsome scheme was applied to the North Country R.R.'s ex-PRR Alco T6 (**below**). The NCRC now operates the former-CR Ogdensburg-DeKalb Jct., N.Y., line.

KODACHROME: JOHN GIESKE

KODACHROME: GEORGE BERISSO

Railnews

WHEN MOUNT ST. HELENS erupted on May 18, 1980, it dusted much of eastern Washington with snow-like volcanic ash. This is what the BN Parkwater engine terminal in Spokane looked like three days later. Constant attention to filter changing prevented most permanent damage from the obnoxious stuff. For more on how the railroads coped, see page 44. Ironically, the BN owns the volcano.

KODACHROME: GERALD QUINN

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From The Publisher's desk: Subway graffiti

Foreign visitors trying to enjoy their first stay in New York City are invariably shocked at their first glimpse of New York subway equipment. Train after train passes by with the original paint scheme completely obliterated by fanciful, sometimes highly talented, artwork covering the car completely in a myriad of patterns and designs. The large hand-drawn names of a few years back have now given way to widely assorted scenes. Rarely is the work pornographic, and anything obscene is, we are told, rather quickly painted over.

For visitors, the graffiti can cause problems. New York's expensive maps found in each car are often completely covered, and out-of-towners wondering where they are frequently have trouble seeing out of the windows, which have also been adorned with spray paint and marker pens. The exterior phenomena is at its best or worst, depending on your point of view, in New York and Philadelphia. There is also some graffiti inside cars in these two cities.

Few of the artists are ever brought to face a judge. For railfans who have sought permission for years to enter subway yards to photograph equipment, its a tough pill to swallow. Railfans are usually denied the privilege of photography from even public platforms for a variety of reasons, including the dangers of the third rails. Graffiti artists, however, just sneak in and do their thing, helped by the fact that many cars are also stored on elevated structures or inadequately protected yards during non-rush hours.

Occasionally a graffiti artist will get caught. At worst, the offender will be given a brush and detergent and made to remove some of the lesser-quality art. Judges often feel the youthful offenders, facing the bench for the first time, have already suffered enough and are let loose with a none-too-stern warning.

Attempts were once made to stop the artistic practice by using special paint on the cars which would permit the graffiti to be readily washed off. Attempts were also made to use guard dogs in the subway yards, but it was felt that the dogs might hold too serious a grudge against the young artists enjoying their favorite hobby of subway car painting.

New York's graffiti rash seems to have really blossomed about 15 years ago when the city management decided to stop fighting it and more-or-less accept it as a fact of life. A recent local TV investigation into the problem revealed that there is only a three-man police task force dedicated to preventing graffiti, and their job is almost hopeless. Cities like Chicago and Toronto, on the other hand, have been rather successful in waging a full-scale war on graffiti—if the kids know their work won't last, they're less eager to spend the time creating it. It's all a matter of priorities and the willingness to spend the money to keep the system clean or let it become a rolling museum for metropolitan modern art.

RAILFAN & RAILROAD

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cover

"Bridge 10" is the title of this 14" x 22" casein-on-masonite painting by Bob Karsten of the Arkansas & Louisiana Missouri's northbound "Bastrop Man" with SW9 14 crossing Bayou Desiard north of Monroe, La. It's a spring day, nearing noon, and an alligator plows his way through the duckweed and pennywort-covered water shaded by Spanish moss draping from bald cypress.
For more on The Gator Line, see Bob's article beginning on page 32.

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Fanmail

"Premier engine?"

Regarding your RAILNEWS commentary on page 22 of the July '80 issue: 2839 is Southern's "premier engine" this year? Praise the Lord for old 4501. She can handle a larger train unassisted, makes twice as much stack sound and has already shown her stuff this year in a way 2839 can't match. There is good reason why 4501 will remain and 2839 depart. "Premier engine", indeed. You, of all people, should know better.

ROBERT T. CLARK
Sanford, Fla.

Radio frequency list

I would like to see RAILFAN & RAILROAD carry a list of railroad radio frequencies and their use in the various operations.

D.N. COBLE
Norfolk, Va.

✏ *I had been seriously considering such a listing but quickly discovered it amounts to a book-size project. In addition to the problems of coming up with the initial list, many of the specific applications are extremely complex and are often in a state of change. I would welcome such a list if a qualified person would compile it, but at this time we simply don't have the time to pursue it during office hours. We will, however, give appropriate radio frequencies that relate to any feature article material presented in the magazine. Three other sources come to mind:* Extra 2200 South *(P.O. Box 41417, Cincinnati, OH 45241) has a continuing radio frequency column; Jerry Hilton has been running constantly updated frequency listings in his NRHS* Central Region Limited *(17775 Royalcrest Dr., Brookfield, WI 53005); and Pro Custom Hobbies (742 Frederick Rd., Catonsville, MD 21228) keeps an updated frequency list for their crystal-buying customers and will fill specific requests for a small fee*—J.B.

Valley Line traffic

In reference to Ron Johnson's article on "The Cuyahoga Valley Line" in the July '80 issue, I'd like to make some additions and corrections pertaining to the freight service on the line. First, the correct name for the line is the "Cleveland Terminal & Valley" (CT&V), which the railroad calls "The Valley", according to the July 1, 1980, Akron Division timetable.

The line currently sees four trains a day: Cleveland-43, Pittsburgh-44, the Newburg Local and a local out of Akron. Cleveland-93 (CL-93) originates in Pittsburgh's Glenwood Yard and serves as a peddler freight between Pittsburgh and Cleveland, with a total reclassification of the train at New Castle, Pa. CL-43 works the Lordstown GM plant, DeForest Junction and Ohio Republic Steel Works in addition to setting out and picking up cars at the B&O Howard Street Yard in Akron before heading up the Valley Line. CL-43 is usually called in the evening, but the crews sometimes get set back due to yard work. The eastbound counterpart, Pittsburgh-44 (PB-44), is called in Cleveland late evening and has about the same duties as CL-43.

The Newburg Local runs five days a week from Cleveland to Independence and back, switching the various industries. Another local out of Akron works Cuyahoga Falls and other industries on the south end of the line. Between May and October the Chessie used to run an "XN Turn" ore train from Cleveland to Akron, but with the opening of the new Republic Steel transshipment facilities in Lorain, the ore trains now run from there rather than Cleveland. They will, however, occasionally call an XN Turn as an extra to handle additional traffic out of Republic Steel in Cleveland.

DAVE ORI
Parma, Ohio

History of a 2-6-2

With regards to Mr. Panzik's letter in FANMAIL, July '80, about the history of the Montana Central's 2-6-2, I've uncovered a few items: First, the 18 was very definitely delivered and lettered as Florida & Alabama R.R. Number 18. See Baldwin negative no. 7387 from Broadbelt's files. She was serial number 52850, built January 1920. Secondly, though Bagdad Land & Lumber Co. was indeed owner of the F&A and was certainly financially responsible for buying

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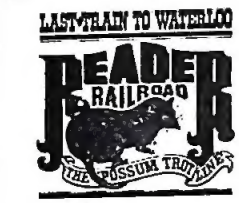

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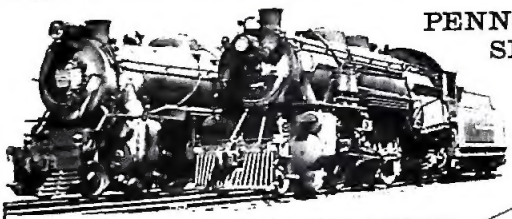

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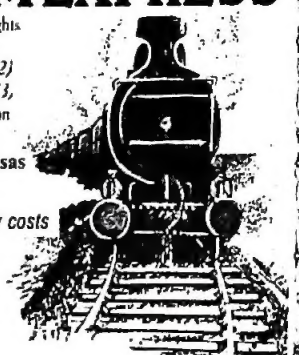

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locomotives, the Company seemed to prefer having most of them lettered for their Florida & Alabama R.R. In fact, 2-6-2 No. 17, photographed on Baldwin negative no. 7408, is the only one I've ever seen a picture of actually lettered for the lumber company, though there are a few BL&L/F&A locomotives that I still have not seen pictures of.

Finally, there were six (not three) Baldwin 2-6-2s delivered to Bagdad, Florida, during the first quarter of 1920, of which No. 18 would be the fifth by road number or third by Baldwin serial number, whichever way you choose to count it. The Prairies were of two basic designs but had a variety of differing features: some had piston valves and some slide valves, some had air and some steam brakes only, some had the main rod on the middle driver while some connected to the third driver, and so on. The Baldwin numbers were scattered between 52795 and 52920.

THOMAS LAWSON JR.
Birmingham, Ala.

LS&I radio frequencies

I used Doug Leffler's article in the March 1980 issue on "Pellets and pulpwood" as a guide in railfanning Michigan's Upper Penninsula this past spring. It was very helpful, and the operations in that area are interesting and colorful. The article, however, lists the LS&I radio frequency as being 160.95. I found that frequency virtually unused, but the "search scan" on my radio found 161.49 to be the primary LS&I channel out of Central Control at Eagle Mills, with some activity on 160.23.

AUBREY OLSON
Freeport, Ill.

Last, but not biggest

I wish to put the record straight once and for all about which Lima Shay was the largest. Contrary to the press releases about that Western Maryland No. 6 which is about to leave the B&O Museum for Cass (MARKERS, July 1980), the *largest* Shay was a hitherto unremarked locomotive built in February 1913 for the Kansas City Southern. If you have a copy of Mike Koch's *Titan of the Timber*, refer to pages 440-441. KCS 900, Lima construction number 2570, spent all of its "life" in the warehouse district of Kansas City, escaping the attention of railfans and most photographers before being scrapped in 1928.

KCS 900 was not only larger, it was a *lot* larger than either WM 6 or four-truck GC&E 12 (which has also been claimed to be the largest). It exceeded both engines in cylinder dimensions, boiler diameter, firebox size, number of flues, heating surface, grate area, truck and engine wheelbase, driver diameter, weight and tractive effort. The only advantage carried by the WM and GC&E engines was their being superheated, where the KCS was saturated. The total weight and tractive effort of the three engines give a good overall comparison: KCS 900, 381,870 lbs. weight and 74,400 lbs. T.E.; WM 6, 324,000 and 59,740; and GC&E 12, 308,000 and 59,740. (The GC&E 12 data is in its as-built three-truck configuration; adding the fourth truck increased its weight and adhesion but left the boiler specs unaltered.)

From now on, you can refer to WM 6 as Lima's newest but not its biggest.

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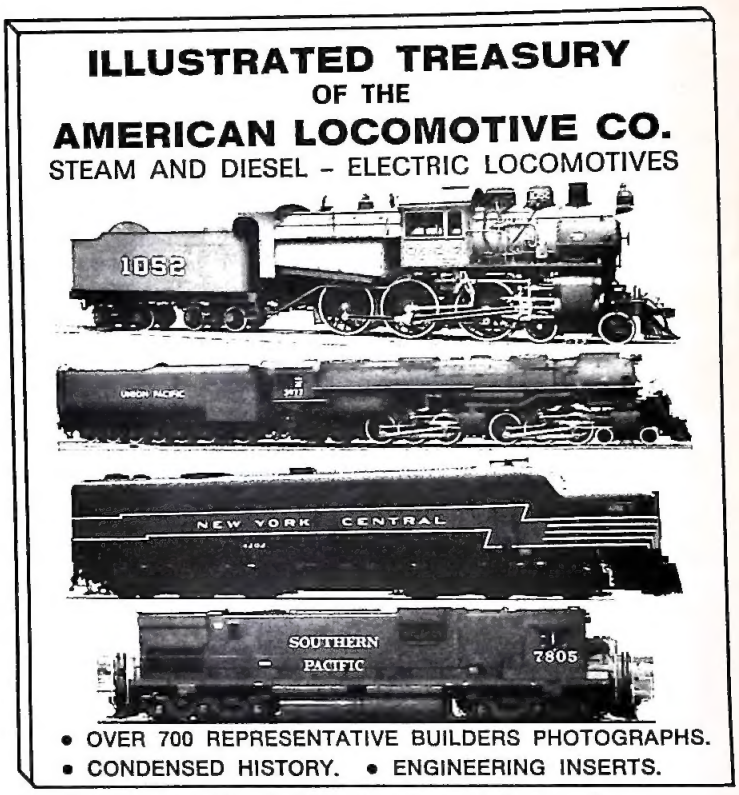

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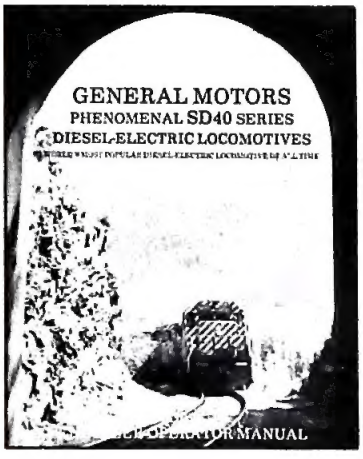

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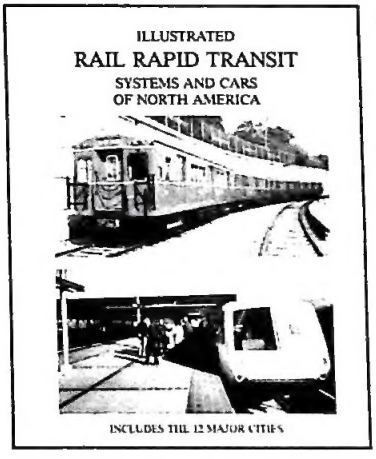

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Timetable

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RAILFAN EVENTS

SOUTHERN RAILWAY, 1980 Steam Excursion Schedule. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See list at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Engine 2839 is former-CPR Royal Hudson 4-6-4, 4501 is SR 2-8-2, 610 is ex-T&P 2-10-4, and 722 is SR 2-8-0. In case of mechanical or scheduling difficulties, locomotives may be changed or schedules altered, so check with the sponsoring organization prior to each trip.

October 4-5, 2839 Knoxville, Tenn., to Asheville, N.C., and return each day (OSN); **October 7,** 2839 Knoxville to Morristown, Tenn., and return (OSN); **October 8,** 2839 Knoxville to Chattanooga one way (OSN); **October 11, 12, 18, 19,** 610 Chattanooga to Crossville, Tenn., and return each day (TVRM); **October 25-26,** 610 Atlanta to Toccoa, Ga., and return each day (ACN).

November 1, 2839 Birmingham-Wilton-Anniston-Birmingham loop trip (HOD); **November 5,** 2839 Birmingham-Meridian, Miss., one way (MGS); **November 6,** 2839 Meridian to New Orleans one way (MGS); **November 8-9,** 2839 New Orleans to Hattiesburg, Miss., and return each day (NOC); **November 15-16,** 2839 Mobile to Barry, Ala., and return, two trips Saturday and one on Sunday (AGC); **November 18,** 2839 Mobile to Selma, Ala., one way (HOD); **November 19,** 2839 Selma to Birmingham one way (HOD).

Special: "Farewell to 2839" will operate a one-way, two-day trip from Atlanta to Alexandria, Va., late in November with a stop-over in Salisbury, N.C. This will be the last Royal Hudson trip on Southern.

The sponsoring organizations are: (OSN) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (TVRM) Tennessee Valley R.R. Museum, P.O. Box 5263, Chattanooga, TN 37406. (ACN) Atlanta Chapter NRHS, P.O. Box 13132, Atlanta, GA 30324; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 524, Birmingham, AL 35201. (MGS) Mississippi Great Southern Chapter NRHS, 306 Bay St., Hattiesburg, MS 39401; (NOC) New Orleans Chapter NRHS, P.O. Box 4355, New Orleans, LA 70178. (AGC) Alabama-Gulf Chapter NRHS, P.O. Box 1571, Mobile, AL 36601.

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Sept. 13, Baltimore-Harpers Ferry via Old Main; **Sept. 14,** Baltimore-Harpers Ferry via Silver Springs; **Sept. 19,** Baltimore-Cumberland one way; **Sept. 20,** Cumberland-17 Mile Grade-Terra Alta; **Sept. 21,** Cumberland-Sand Patch-Pittsburgh one way; **Sept. 27,** Pittsburgh-Rockwood; **Sept. 28,** Pittsburgh-New Martinsville; **Sept. 29,** Pittsburgh,Brunswick, Md., one way; **Sept. 30,** Brunswick-Richmond, Va., one way; **October 5 and 11,** Richmond-Balcony Falls; **Oct. 12,** Richmond-Clifton Forge one way; **Oct. 13,** Clifton Forge-Huntington one way; **Oct. 18, 19, 25 and 26,** Huntington-Hinton; **Oct. 27,** Huntington-Cincinnati one way; **Nov. 1 and 2,** Cincinnati-Ashland, Ky.

Ticket information is available from: Chessie System, Box CJ, 2 N. Charles St., Baltimore, MD 21201.

PORTLAND, MAINE, September 27, 28. Two fall foliage diesel-powered excursions on the Grand Trunk Ry. **Saturday:** Portland to Island Pond, Vt., leaves Portland 8:00 a.m. and returns 8:00 p.m. Adult fare $50. Contact: The Andrews, 470 Railroad Club, 11 Smith Street, Yarmouth, ME 04096 (207/846-4829 between 6:00 and 8:00 p.m. only). **Sunday:** Portland to Gorham, N.H., leaves Portland 8:00 a.m. and returns 6:00 p.m. Adult fare $40. Contact: Eric Robison, 470 Railroad Club, P.O. Box 2468, So. Portland, ME 04106 (207/846-4829 between 6:00 and 8:00 p.m. only).

BOSTON, MASSACHUSETTS, October 4. "Berkshire Express", RRE/Amtrak fall foliage excursion from Boston to Rensselaer, N.Y., on former Boston & Albany, with intermediate side-trip options. Departs South Station 8:30 a.m. Adult fare $39.95, children $22.95. Contact: Massachusetts Bay Railroad Enthusiasts, Box 136, Ward Hill, MA 01830.

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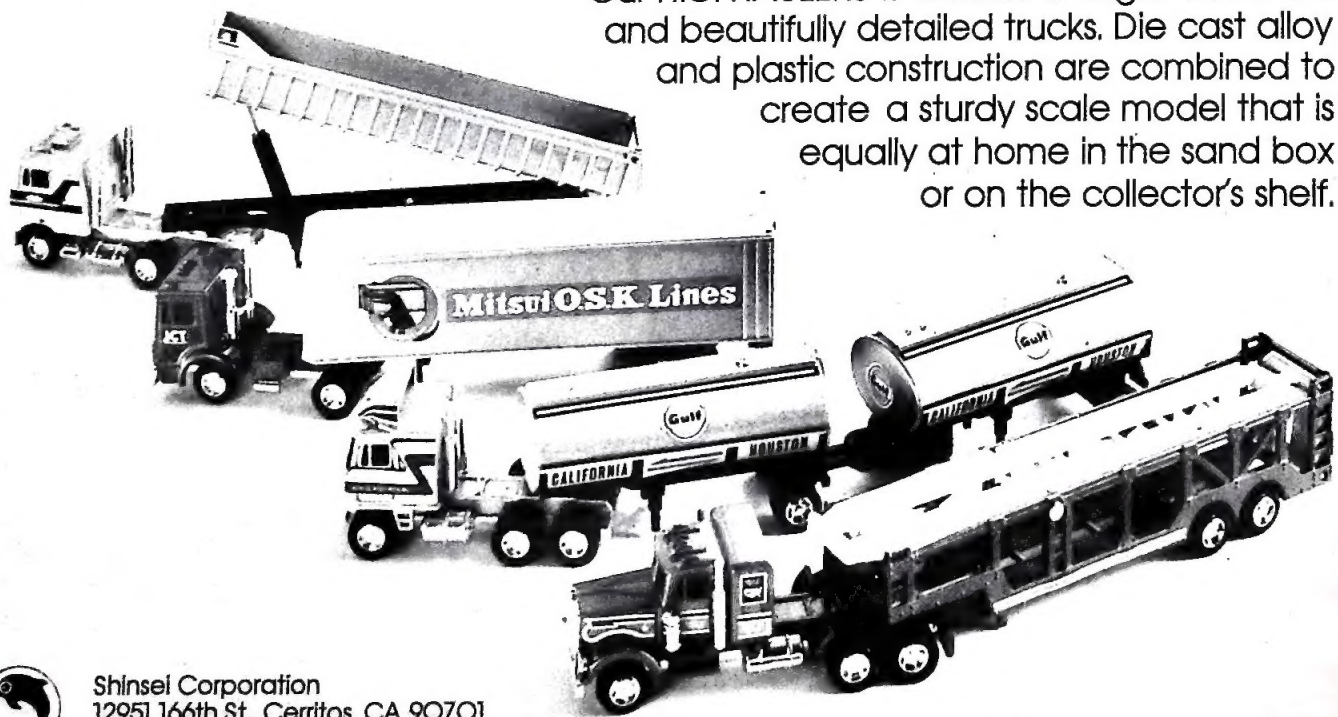

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ESSEX, CONNECTICUT, October 4. Flea Market Day with the Valley Railroad providing a full day of activity. Featured will be ex-Aberdeen & Rockfish 2-8-2 #40 and ex-Birmingham & Southeastern 2-8-0 #97 plus CVRM's new Museum Display Car, connecting riverboat cruise and railroad flea market. Amtrak connection available at Old Saybrook. For details and flea market space, contact: Valley Railroad, P.O. Box 452, Essex, CT 06426, or call 203/767-0103.

DAVISVILLE, RHODE ISLAND, October 18-19. Second Annual Rhode Island Railfans Weekend at the Seaview Railroad at Quonset Point, hosted by the New Haven Railroad Historical & Technical Assn. Diesel-powered passenger and mixed trains with runbys and a special railfans train on the Seaview Railroad; plus model, historical and memorabilia displays as well as slides and movies. Admission: $1 display area and $2.50 Seaview train ride. Contact: Warren Riccitelli, 39 Brookside Ave., North Providence, RI 02911; 401/231-7118 (evenings).

ST. LOUIS, MISSOURI, October 17-19. Katy Railroad Historical Society's annual fall meet at Olde Coach Inn, 3730 S. Lindburgh Blvd. Events include tour of MKT Baden Yard plus Manufacturers Ry. Author Joe Collias will be banquet speaker Saturday evening. Katy items and models will be on display and for sale. Meet is open to the public. Send SSAE to: Fred Lyon, 1750 Round Robin Ct., Creve Coeur, MO 63141.

BELLOWS FALLS, VERMONT, October 25-26. Steamtown U.S.A. 7th Annual Railfans Weekend. Two full days of live steam action, featuring doubleheaders, triple-headers, many photo stops and runbys, and special railfan-oriented activities. Our famous night photo session will be repeated. For complete details, write: Steamtown Foundation, P.O. Box 71 Bellows Falls, VT 05101.

WASHINGTON, D.C., October 25. "Strasburg Special" with Amtrak GG1 PRR 4935 from Washington to Philadelphia and west to Leaman Place for a connection with special steam train on the Strasburg Rail Road. Plenty of time in Strasburg for local attractions such as Pennsylvania State Railroad Museum, Choo Choo Barn, Red Caboose Motel and Toy Train Museum. Fares: adult $39, children $35 (under 5 free)—no fare increase from last year! Make

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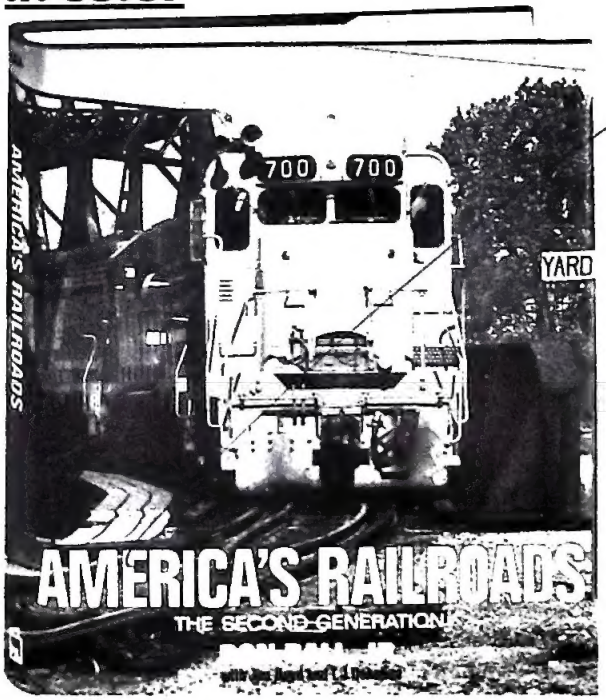

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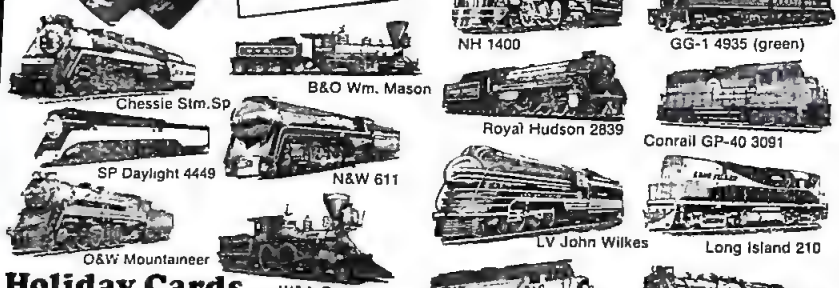

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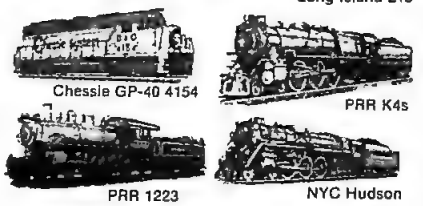

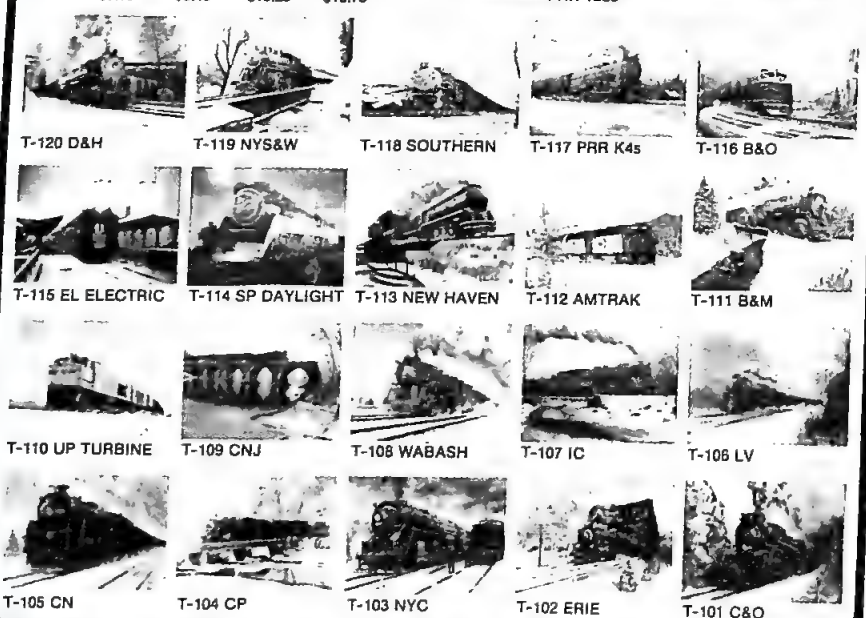

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NKP 2-8-4 765 Excursions using the Ft. Wayne Railroad Historical Society's ex-Nickel Plate 2-8-4 765 are being planned for summer and fall 1980. For information, send SSAE to: Ft. Wayne R.R. Historical Society, P.O. Box 203, New Haven, IN 46774. $5 donation will put your name on FWRHS's preferred mailing list.

RAILROADIANA MEETS

FLORISSANT, MISSOURI, October 4. McDonnell Douglas Railroad Club Railroad Flea Market from 9:00 a.m. to 3:00 p.m. at Cross Keys Shopping Center Mall, New Halls Ferry Road and Lindbergh Boulevard. Free admission. To sell, reservations $3.50 per table, at door $4.50. For reservations or information, contact: L.E. Sayre, 349 Cherry Hill Dr., Ellisville, MO 63011; 314/227-6569.

PARSIPPANY, NEW JERSEY, October 11. Railroadiana Show & Sale from 9:00 a.m. to 3:00 p.m. at Holiday Inn of Parsippany, 707 Route 46 East (eastbound side of Rte. 46 just west of I80/I280 junction). General admission $2.00. Thousands of railroadiana items for sale and trade. SSAE for flyer and directions. Dealers, large SSAE requesting dealer information. Contact: B&W Promotions, 35 Nordhoff Place, Englewood, NJ 07631; 201/569-9758.

EDMONDS, WASHINGTON, October 12. Swamp Creek & Western Model Railroad Club's First Annual "Sooper Swap" & Clinic Meet at the Francis E. Anderson Cultural & Recreation Center, Main Street, Edmonds, from 1:00 to 6:00 p.m. Adult admission $1.50, children 50¢. Tables available. Model railroad, tinplate, railroad paper, electronics, railroadiana, hands-on clinics, slides, movies, refreshments and fun. Hourly door prizes. Contact: Swamp Creek & Western, 211 Railroad Ave., Edmonds, WA 98020, or call David Dudman, 206/481-3231.

ROCHESTER, NEW YORK, October 12. Edgerton Model Railroad Club's 30th Anniversary Train Show & Swap Meet at Edgerton Recreation Center, Bloss and Backus Streets, from 10:00 a.m. to 5:00 p.m. Adults $1, under age 18, 50¢. Contact: Fred Minchella, 223B City Hall, Rochester, NY 14614.

TORONTO, ONTARIO, October 24-26. Canada's largest hobby and craft show, "Hobby '80", hosted by the Oshawa Radio Control Club at the International Centre in Toronto. All sorts of hobby displays and exhibits in rail, airplane, boat and model car areas including plastic models and a wide array of handicrafts from macramé to pottery. Something for the whole family. Contact: Ted Curl, 924 Brook Street North, Whitby, Ontario, L1N 4J6; 416/668-8231.

HILLSIDE, ILLINOIS, October 25. Burlington Route Historical Society Railroadiana & Model R.R. Swap Meet, 10:00 a.m. to 3:00 p.m. at Hillside Holiday Inn, 4400 Frontage Road. Admission $1, tables $3—tables are limited. Contact: Jerry Albin, P.O. Box 196, Elmhurst, IL 60126; 312/862-0129.

PIQUA, OHIO, October 26. West Central Ohio Model Railroaders Club Flea Market at the National Guard Armory, Route 36, ½-mile west of I75. Hours: 11:00 a.m. to 5:00 p.m. (dealer set-up 9:00 a.m.). Admission $1 per person. Contact: Garth Shiflett, 632 Folkerth Ave., Lot 51, Sidney, OH 45365. 513/492-7369.

TOLEDO, OHIO, November 2. Waterfront Electric Railway Third Annual Model Railroad Flea Market and Displays at the Lucas County Recreation Center Fairgrounds, Key Street in Maumee. Noon to 5:00 p.m. General admission $1, family $2.50. Tables $5 in advance, $8 at door. For information send SSAE to: Charles E. Pauken, 1405 Harvard Blvd., Toledo, OH 43614; 419/382-8254.

ROCHESTER, NEW YORK, November 2. Train Show, Sale & Swap Meet at the Monroe County Fairgrounds, Building No. 1, Calkins Road, Henrietta, N.Y., 11:00 a.m. to 4:30 p.m., hosted by the Toy Train Collectors Society. Admission adults $1, children under 12 50¢. Contact: Wayne Buran, 43 Lawnsbury Drive, Rochester, NY 14624; 716/889-9316.

GAITHERSBURG, MARYLAND, November 2. Third Annual Gaithersburg Railroadiana Show & Sale at the Gaithersburg Fairgrounds. Over 150 tables of railroad items for sale. Near Washington D.C. For information, send SSAE to: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954.

MOORHEAD, MINNESOTA, November 2. Valley Railfans Second Annual Railroad Flea Market at the Moorhead Center Avenue Mall, 1:00 to 5:00 p.m. Tables $5. Contact: Bob Morris, 1846 16th St., S. Fargo, ND 58103.

SCHENECTADY, NEW YORK, November 9. "Giant Train Extravaganza" featuring railroadiana and model railroad sales, operating layouts and historical displays. 10:00 a.m. to 5:00 p.m. at the IUE Hall, 121 Erie Blvd., about three blocks from the Amtrak station. Sponsored by the Upstate Train Associates and Mohawk & Hudson Chapter NRHS. For additional information send SSAE to: Mohawk & Hudson Chapter NRHS, P.O. Box 523, Schenectady, NY 12301.

WESTFIELD, NEW JERSEY, November 22-23. Tenth Annual Model Railroad Hobby Show at the National Guard Armory, 500 Rahway Ave., in Westfield. Expanded 20,000-square-foot show features railroadiana, White Elephant Table, operating layouts, demonstrations, dealers, manu-

facturers, movies and models in all scales. Admission $2.50, children under 12 $1. For information send large SSAE to Rich Laube, P.O. Box 1146, Union, NJ 07083, or call evenings or Saturdays 201/964-9724

WILLIAMSPORT, PENNSYLVANIA, December 14. Whistle Stop Train Meet at the Hepburnville Fire Hall, 7 miles north of Williamsport off Route 15 on 973 East. 9:00 a.m. to 4:00 p.m. Admission $1.50, under 12 free. Contact: Scott Taggart, RD#3 Box 95, Cogan Station, PA 17728; 717/494-0490.

INTERNATIONAL TOURS

CHINA, departing October 11. Philadelphia Chapter NRHS third international tour goes to China on a tour designed with the railfan in mind. Tour will include Canton, Peking and several other cities and will visit the world's last steam locomotive factory. Price, including all hotels and all meals in China and air fare from and return to the West Coast anticipated to be under $3000. Write for details to: Philadelphia NRHS China Railfan Tour, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

CHINA, November 22-December 14. In-depth view of standard gauge steam at Peking, Chinchou, Tsinan, Hsuchu, Chengchou, Pengpu and Nanking. Locomotive construction at Tatung. Twin room only, all meals, rail travel, transfers and other activities in China. Plus hotel in Hong Kong and experienced tour leader. Space limited. $3160 from London; $1770 from Hong Kong. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography, Strafford, England.

INDIA, November 22-December 14. Detailed study (riding and pacing) of steam on India's four principal gauges. From Bombay via Baroda, New Delhi, Lucknow, Patna, Tatanagar to Calcutta with two steel works and five narrow gauge systems including Darjeeling-Himalaya line. Includes all rail and road travel, hotels and breakfast, internal air travel plus expert tour leader. $1835 from London. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography, Strafford, England.

FAR EAST STEAM, January 24-February 17, 1981. Will visit steam in Indonesia, Phillipines, Sabon, Malaysia, Sri Lanka and South India: main line Mallets, 19th century 2-4-0's, articulateds, steam trams, sugar lines and a chartered 4-6-2. Includes all air travel on scheduled carriers, charter trains, rail and road travel, hotels and breakfast plus expert tour leader. Approx. $3050 from London. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography, Strafford, England.

STOCKHOLM, SWEDEN, June 6-13, 1981. Celebrations of 125 years of Swedish State Railways will include Jubilee Exhibition at Gävle Railway Museum and a Railway Cavalcade in Stockholm (June 13). For information, contact: Mr. Lars Olov Karlsson, SJ Press Service, Fvs-p, SJ, S-105, 50 Stockholm, Sweden; or call 08/762 31 90.

CONTINUING OPERATIONS

CLEVELAND-AKRON, OHIO, weekends through October. Cuyahoga Valley Line runs excursion train Saturdays and Sundays behind ex-GTW 2-8-2 4070 from Cleveland to Akron and return, including tours of Hale Farm or Quaker Square. Fares range from $6 to $11 for adults and $3 to $7 for kids depending upon total or portion of ride selected. Train departs Independence, Ohio, on Route 17 ¼-mile west of Route 21, 10:30 a.m. and returns 5:00 p.m. For information contact: Cuyahoga Valley Line, P.O. Box 49, Peninsula, OH 44264, or call Cleveland 216/468-0797 or Akron 216/657-2474.

ALGOMA CENTRAL RAILWAY operates a special summer/fall passenger service into the spectacular Agawa Canyon from Sault Ste. Marie, Ontario, between May 31 and October 19. The autumn foliage runs are among the most awesome anywhere. The daily canyon train departs Sault Ste. Marie at 8:00 a.m., turns at Canyon around noon and returns at 5:00 p.m. EDT. (There is also year-round regular passenger service daily except Monday northbound and Tuesday southbound between Sault Ste. Marie and Hearst, Ontario.) Reservations for Canyon train are available only to busload groups, and it is recommended—although not essential—to purchase tickets the day before you wish to ride. Complete dining service on train. 1979 fares round trip Soo to Canyon were $16.00 adult and $8.00 for school age children. Contact Algoma Central Railway, Passenger Sales, 129 Bay Street, Sault Ste. Marie, 33, Ontario, Canada, P6A 5P6, for full details and fares.

OLD COLONY & NEWPORT RAILWAY operates year 'round between Newport and Portsmouth, Rhode Island. The sixteen-mile round trip along scenic Narragansett Bay includes a one-hour stopover at the famous "Green Animals" Topiary Garden. For scheduling information call 401/846-0272 or write Box 343, Newport, RI 02840.

FRENCH LICK, INDIANA, 1980 season. The French Lick, West Baden & Southern Ry. makes two-hour, 18-mile round trips between French Lick and Cuzco, Indiana, with ex-Mobile & Gulf 2-6-0 No. 97 on Saturdays, Sundays and holidays from April 19 through November 30. Trains depart French Lick at 10:00, 1:00, and 4:00 EST. Timetable and membership information available from the Indiana Railway Museum, PO Box 150, French Lick, IN 47432.

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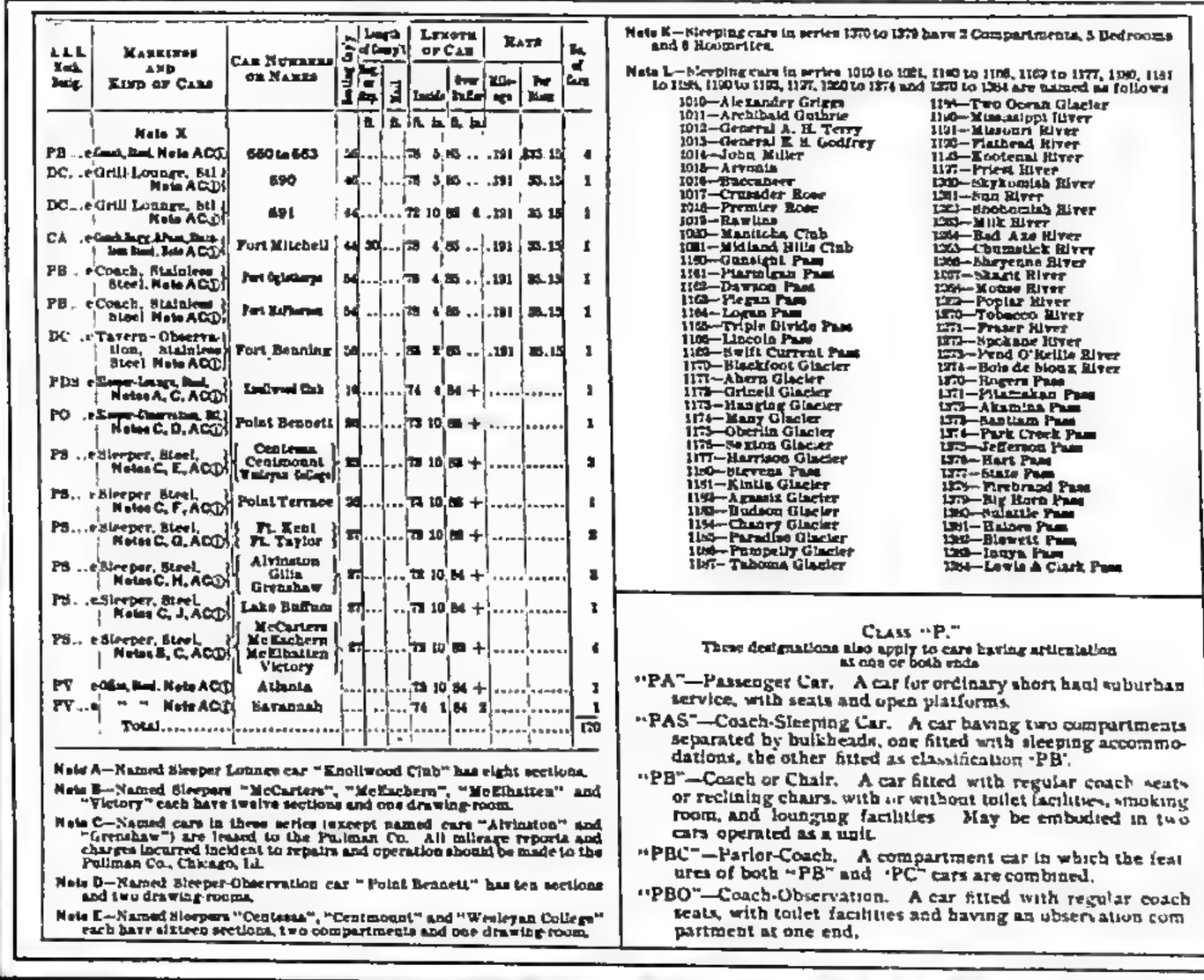

A.A.R. Mech. Desig.	Markings and Kind of Cars	Car Numbers or Names	No. in Class	Length of Cars: Over Body	Over Sills	Lengths of Cars: Inside	Over Buffers	Rate: Mileage	Rate: Per Diem	No. of Cars
	Note X			ft.	ft.	ft. in.	ft. in.			
PB	e Coach, Steel, Note AC(1)	550 to 563	14	.....	.....	78 5	85 ..	.191	$35.15	4
DC	e Grill-Lounge, Stl. Note AC(1)	590	1	.....	.....	78 5	85 ..	.191	35.15	1
DC	e Grill Lounge, Stl. Note AC(1)	591	1	.....	.....	72 10	80 6	.191	35.15	1
CA	e Coach-Baggage, Stl. Note Bud. Note AC(1)	Fort Mitchell	44	30 ...	.....	29 4	85 ..	.191	35.15	1
PB	e Coach, Stainless Steel, Note AC(1)	Fort Oglethorpe	56	.....	.....	78 4	85 ..	.191	35.15	1
PB	e Coach, Stainless Steel Note AC(1)	Fort McPherson	56	.....	.....	78 4	85 ..	.191	35.15	1
DC	e Tavern-Observation, Stainless Steel Note AC(1)	Fort Benning	36	.....	..	33 2	85 ..	.191	35.15	1
PDo	e Sleeper-Lounge, Bud. Notes A, C, AC(1)	Knollwood Club	10	.....	.....	74 4	84 +	.....	.....	1
PO	e Sleeper-Observation, Stl. Notes C, D, AC(1)	Point Bennett	10	.....	.....	73 10	88 +	.....	.....	1
PS	e Sleeper, Steel, Notes C, E, AC(1)	Centessa Centmount Wesleyan College	16	.....	.....	73 10	88 +	.....	.....	3
PS	e Sleeper, Steel, Notes C, F, AC(1)	Point Terrace	10	.....	.....	73 10	88 +	.....	.....	1
PS	e Sleeper, Steel, Notes C, G, AC(1)	Ft. Kent Ft. Taylor	17	.....	.....	73 10	88 +	.....	.....	2
PS	e Sleeper, Steel, Notes C, H, AC(1)	Alvinston Gilla Greenshaw	17	.....	.....	73 10	84 +	.....	.....	3
PS	e Sleeper, Steel, Notes C, J, AC(1)	Lake Buffum	17	.....	.....	73 10	84 +	.....	.....	1
PS	e Sleeper, Steel, Notes B, C, AC(1)	McCartera McEachern McElhatten Victory	17	.....	.....	73 10	88 +	.....	.....	4
PV	e Obs., Bud. Note AC(1)	Atlanta		.....	.....	73 10	84 +	.....	.....	1
PV	e " " Note AC(1)	Savannah		.....	.....	74 1	84 2	.....	.....	1
	Total									170

Note A—Named Sleeper Lounge car "Knollwood Club" has eight sections.

Note B—Named Sleepers "McCartera", "McEachern", "McElhatten" and "Victory" each have twelve sections and one drawing-room.

Note C—Named cars in these series (except named cars "Alvinston" and "Greenshaw") are leased to the Pullman Co. All mileage reports and charges incurred incident to repairs and operation should be made to the Pullman Co., Chicago, Ill.

Note D—Named Sleeper-Observation car "Point Bennett" has ten sections and two drawing-rooms.

Note E—Named Sleepers "Centessa", "Centmount" and "Wesleyan College" each have sixteen sections, two compartments and one drawing-room.

Note K—Sleeping cars in series 1370 to 1379 have 2 Compartments, 5 Bedrooms and 6 Roomettes.

Note L—Sleeping cars in series 1010 to 1021, 1140 to 1146, 1169 to 1177, 1180, 1181 to 1185, 1190 to 1193, 1197, 1260 to 1274 and 1370 to 1384 are named as follows:

1010—Alexander Griggs
1011—Archibald Guthrie
1012—General A. H. Terry
1013—General E. S. Godfrey
1014—John Miller
1015—Armonia
1016—Buccaneer
1017—Crusader Rose
1018—Premier Rose
1019—Rawlins
1020—Manitoba Club
1021—Midland Hills Club
1140—Gunsight Pass
1141—Ptarmigan Pass
1142—Dawson Pass
1143—Pegan Pass
1144—Logan Pass
1145—Triple Divide Pass
1146—Lincoln Pass
1169—Swift Current Pass
1170—Blackfoot Glacier
1171—Ahern Glacier
1172—Grinell Glacier
1173—Hanging Glacier
1174—Many Glacier
1175—Oberlin Glacier
1176—Sexton Glacier
1177—Harrison Glacier
1180—Stevens Pass
1181—Kintla Glacier
1182—Agassiz Glacier
1183—Hudson Glacier
1184—Chaney Glacier
1185—Paradise Glacier
1186—Pumpelly Glacier
1187—Tahoma Glacier
1194—Two Ocean Glacier
1196—Mississippi River
1191—Missouri River
1192—Flathead River
1193—Kootenai River
1197—Priest River
1260—Skykomish River
1261—Sun River
1262—Shoshomish River
1263—Milk River
1264—Red Axe River
1265—Chumstick River
1266—Sheyenne River
1267—Skagit River
1268—Moose River
1269—Poplar River
1270—Tobacco River
1271—Fraser River
1272—Spokane River
1273—Pend O'Reille River
1274—Bois de bioux River
1370—Rogers Pass
1371—Stillaguamish Pass
1372—Akamina Pass
1373—Santiam Pass
1374—Park Creek Pass
1375—Jefferson Pass
1376—Hart Pass
1377—Stair Pass
1378—Firebrand Pass
1379—Big Horn Pass
1380—Snoqualmie Pass
1381—Haines Pass
1382—Blewett Pass
1383—Innya Pass
1384—Lewis & Clark Pass

CLASS "P."
These designations also apply to cars having articulation at one or both ends

"PA"—Passenger Car. A car for ordinary short haul suburban service, with seats and open platforms.

"PAS"—Coach-Sleeping Car. A car having two compartments separated by bulkheads, one fitted with sleeping accommodations, the other fitted as classification "PB".

"PB"—Coach or Chair. A car fitted with regular coach seats or reclining chairs, with or without toilet facilities, smoking room, and lounging facilities. May be embodied in two cars operated as a unit.

"PBC"—Parlor-Coach. A compartment car in which the features of both "PB" and "PC" cars are combined.

"PBO"—Coach-Observation. A car fitted with regular coach seats, with toilet facilities and having an observation compartment at one end.

Reprinted as a set of three key volumes: March 1943, January 1953 and March 1971. Includes the first and last issues, plus an edition representing the period of post war passenger fleet modernization. The largest issue covers 128 railroads.

Featured data includes original car names and numbers, detailed descriptions of car accommodations and capacities, plus structural and technical notes. A.A.R. classifications, definitions and designations for passenger cars are also shown.

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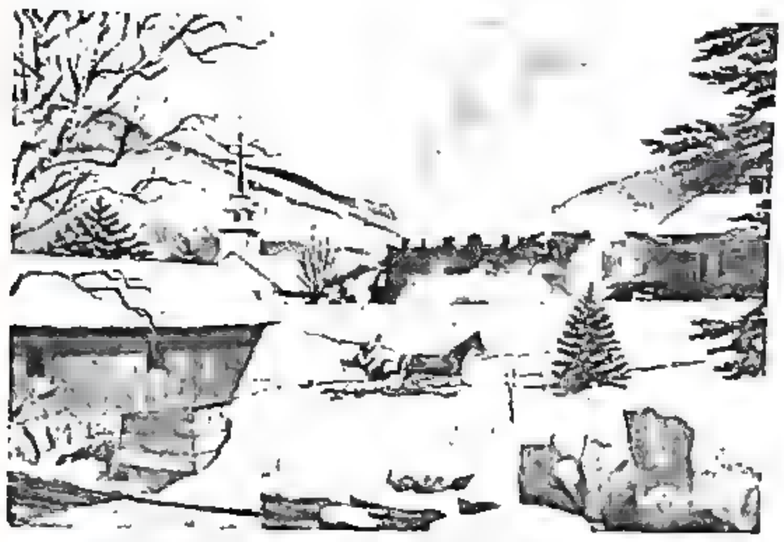


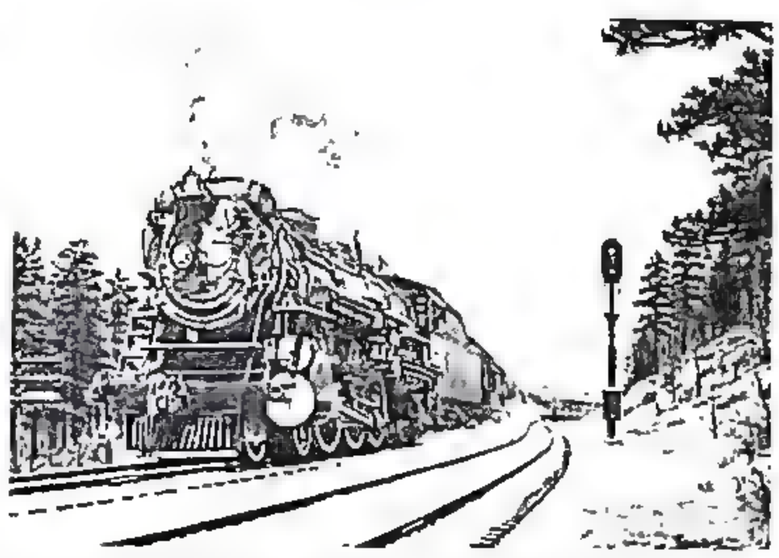
5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "Leaving...New Hampshire...a light 'Pacific Type' locomotive of the Boston & Maine, etc." "Peace and Good Will at Christmas and through all the New Year"

5004 THE C. & S. — ON TOP OF THE WORLD "...narrow gauge engine...winds its way...between Denver and Leadville, etc." "Happy Holidays and Best Wishes for the Coming Year"

5005 THE GG-1 ON A CHRISTMAS RUN "...Pennsylvania Railroad's famous electric locomotive...designed in 1934... still running, etc." "May the Peace and Happiness of the Christmas Season abide with you...all the Coming Year"

5006 THE CANADIAN NATIONAL IN A WINTER WONDERLAND "...through the deep woods of Northern Ontario...Engine #6218 remained in service until 1973, etc." "With Best Wishes for the Holidays and all the New Year"

5007 THE C. & S. DOUBLEHEADER TO DENVER "...pulling the 2% grade...between Cheyenne and Denver, etc." "May Christmas bring Friends to your Fireside, Peace to your Pathway And Good Health throughout the New Year"



5010 THE CRESCENT LIMITED ON A DECEMBER RUN "...all-Pullman train featured fine food and service amid plush furnishings on its leisurely schedule, etc." "Christmas Greetings and Best Wishes for all the Year"

5019 ENGINE ELEGANCE OF THE 1880's "...Built in 1875...a classic example of the American type locomotive, etc." "May the Christmas Spirit remain within your hearts and home throughout the Coming Year"

5025 THE IMMORTAL READING T-1 "...pulled the... American Freedom Train east of Chicago in 1975 and 1976, etc." "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter As Christmas comes to you this year"

5027 MOONLIGHT RUN ON THE SOUTH PARK LINE "...rugged little three-footers in a 2-8-0 wheel arrangement, etc." "Wishing you all the Joys of an old-fashioned Christmas and a Year of Happy Days"

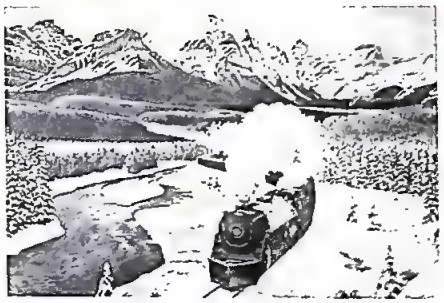
5028 WHISTLING GREETINGS 100 YEARS AGO "All decked out in gay plumage of the 1870's...Engine 59... standard American type locomotive...1875-1885, etc." "Merry Christmas and a Happy New Year"

5031 UTAH LOCAL OF THE 1800's "...Typical of local freights, etc." "May there come to you at this holiday time an abundance of the precious things of life; Health, Happiness and Enduring Friendships"

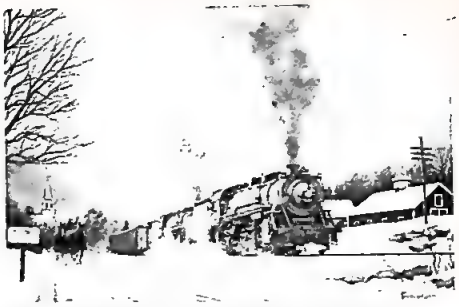
5033 CASCADE ROUTE OF THE GREAT NORTHERN "Sixteen wheels drove...the biggest locomotive ever built west of the Mississippi, etc." "Christmas Greetings and Best Wishes for all the Year"

FULL COLOR 5″ x 7″ Christmas Cards by America's foremost train artist, Howard Fogg

5034 THE GREAT DAILY RACE OF THE BROADWAY AND CENTURY "...daily six mile race through Chicago's Southside, etc." "Merry Christmas and a Happy New Year"



5035 THE "DOMINION" ALONG THE BOW RIVER "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter, As Christmas comes to you this year"



5038 THREE FOR THE HILL "...three Maine Central 'Mikes'...head for...Crawford Notch, etc." "This brings a prayer at Christmas time that God will always bless your home and you and those you love with lasting happiness"

5041 PRIDE OF THE NORTHWEST "...1930 to 1950, this...Mountain Type, oil burning locomotive was used by the Great Northern Railway, etc." "From our crew to yours...Merry Christmas and Best Wishes for a Happy New Year!"

5042 RACING THE CENTRAL VERMONT 700 "...built ...In 1928, etc." "To those we love and see each day and other loved ones far away, To all good friends whose friendship means so much...Merry Christmas and Happy New Year"

5043 THE LOGGERS' SPECIAL "...Northern California on the Western Pacific's Bieber line...headed by a 2-6-6-2 Mallet locomotive, etc." "May Christmas bring Friends to your Fireside, Peace to your Pathway And Good Health throughout the New Year"

5044 INDIANA WINTERSET "...New York Central's... 'James Whitcomb Riley'...'Hudson' type, etc." "To those we love and see each day and other loved ones far away, To all good friends whose friendship means so much...Merry Christmas and Happy New Year!"

5045 TEAMWORK ON THE HILL "Beneath...Mt. Shasta Southern Pacific's...freight #620 climbs northward...The white-faced 2-10-2 is an able helper, etc." "Merry Christmas and Best Wishes for a Happy New Year"

5046 A FLURRY OF BLUE AND GOLD "...Baltimore & Ohio's...'The Cincinnation,' heads westward...The beautifully styled 'President' class locomotive will reach speeds of better than 80 miles an hour, etc." "Merry Christmas and a Happy New Year"

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5007	5033	5044
5010	5034	5045
5019	5035	5046

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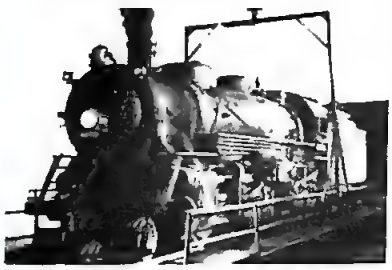

4070-"The Valley Line" Ex-GTW Mike 4070 on the B&O line out of Cleveland. We go into the roundhouse, then on the road with her for a day packed full of action! Pacing, cab shots, run-bys! 45 minutes.

Capitol Limited '79-Steam, Diesel, Electric - something for everybody! Southern 722, GG-1 No. 4935, WM F7's, Strasburg No. 31 & No. 90, and the star of the show, Royal Hudson No. 2839! Runs 1 hour.

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KENNEBUNKPORT, MAINE. Seashore Trolley Museum has expanded its schedule for the 1980 season. It will be open weekends and holidays to September 7, 1980, and daily September 8 through November 15, from 10:00 a.m. to 5:30 p.m. Seashore is the oldest and largest electric railway museum in the world with over 140 mass transit vehicles. Daily tours feature trolley rides, display area and a slide show. Admission is $5.00 adult, $1.50 children, $9.00 family maximum. Group rates available for organized tours. SPECIAL EVENTS: Interurban Electric Extravaganza on November 16 and City Trolley Day on December 14. For details, contact: Seashore Trolley Museum, P.O. Box 220, Kennebunkport, ME 04046; 207/967-2712.

GREENBANK, DELAWARE, Sundays through October. Wilmington & Western R.R. operates steam passenger service on Sundays from greenbank Station on Route 41 near junction with Route 2, for 9-mile round trip. Departs 12:30, 2:00 and 3:30 p.m. Fare: adult $3, children 3-12, $1.25, under 3 free. Contact: Historic Red Clay Valley, Inc., P.O. Box 1374, Wilmington, DE 19899.

ESSEX, CONNECTICUT, 1980 Season. Valley Railroad operates steam train and riverboat Tues., Weds., Thurs., Sat. and Sunday, mid-May to mid-June, and Sept. 2 to Oct. 26. Seven days a week mid-June through Labor Day. For timetable and fare information write Valley Railroad, P.O. Box 452, Essex, CT 06426, or call 203/767-0103.

RINGOES, NEW JERSEY, 1980 Season. Black River & Western R.R. operates steam trains with ex-GW 2-8-0 between Flemington and Ringoes on weekends and holidays mid-April through November and daily in July and August. Authentic PRR Brill gas-electric 4666 operates Ringoes to Lambertville Sundays only July through October and is available for charter over entire line. Three Bridges-Lambertville on Saturdays. For full fares and details, contact: Black River & Western R.R., P.O. Box 83, Ringoes, NJ 08551; 201/782-6622.

ORGANIZATIONAL NOTICES

MISSOURI PACIFIC HISTORICAL SOCIETY has been reorganized. Dues are $7.00 per year, which covers the cost of the semi-annual newsletter, *The Eagle*. For application send SSAE to: Missouri Pacific Historical Society, % Gene L. Semon, Rt. 1 Box 152, Quincy, IL 62301.

SOO LINE HISTORICAL & TECHNICAL SOCIETY has a new address: P.O. Box 1126, Manitowoc, WI 54220. *The Soo* is their high quality quarterly magazine. Membership is $8.00 regular and $15 or more sustaining.

MILWAUKEE ROAD RAILFANS' ASSOCIATION, now in its tenth year, publishes quarterly historical *Milwaukee Railroader* magazine and bi-monthly current events *Newsletter*. Annual meeting with program and CMStP&P tour is held each June. Annual memberships: Regular $8, Sustaining $15. Contact: Wendell Murphy, Treasurer, 7504 W. Ruby Ave., Milwaukee, WI 53218.

TEEN ASSOCIATION OF MODEL RAILROADING gives young railfans and modelers a chance to meet others with same interests. Newsletter is published bi-monthly, and frequent informal get-togethers are held in the various parts of the country. Contact: Lone Eagle Payne, TAMR, 1028 Whaley, RD#4, New Carlisle, OH 45344.

UPPER CANADA RAILWAY SOCIETY now publishes two magazines, their monthly *Newsletter* and the quarterly *Rail & Transit*. Send $3.50 for sample. The UCRS also sponsors railway and traction excursions. For further information write: Upper Canada Ry. Society, Box 122, Terminal "A", Toronto, Ontario, M5W 1A2.

RAILROADIANA COLLECTORS ASSOCIATION, INC. is a national, not-for-profit organization for individuals interested in collecting and preserving railroad artifacts and history. A quarterly newsletter and yearly membership directory are published, as well as other programs. For further information contact Gerry Cowley, Secretary, 4636 N. Wolcott St., Chicago, IL 60640. SASE appreciated.

NICKEL PLATE ROAD

A series of books will be published honoring the road's 100th anniversary. Vol I, The Nickel Plate District, has 2 full color covers, 8 pp of interior color, and 48 pp of b&w photos. Softbound. Available Jan. 1, 1981 from the NKPHTS. Only $7.50, ppd, before Dec. 1; $8.50, ppd, thereafter. Order now or SSAE brings details. Dealers' inquiries welcome.

REFLECTIONS: The Nickel Plate Years
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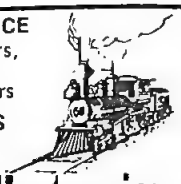

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Railroadiana

Product News

After two years of evening and weekend work with Don Ball helping in the preparation of his new book *America's Railroads, The Second Generation,* I have just seen the first printed pages, and the book appears to be of even higher quality than its predecessor, *America's Colorful Railroads.* This new book covers railroads coast to coast in the U.S. and Canada in the 1960s and 1970s in 285 full color photos ranging from the very last steam survivors to the first generation diesels and today's BN/Conrail/Amtrak environment—the photography being primarily the work of Ball, T.J. Donahue and myself. I still can't believe some of the subjects we managed to get into print in color—or my mistake in twice referring to Milwaukee CFA16-4s as "C16-44s"! The book should be in the stores this fall and available from the publisher (see ad on page 9) by September 1980. It's a lot of book for $34.95—J.B.

The *Fort Wayne Railroad Historical Society,* P.O. Box 203, New Haven, IN 46774, has just compiled an 11"x8½", 20-page softcover *Official History of Nickel Plate Road 2-8-4 765,* featuring photos and data on this recently famous locomotive. The photo reproduction is excellent, and the pictures show the 765 in regular service, being restored and in recent freight and excursion service. A brief history of the 2-8-4 wheel arrangement and the NKP 700s in particular is included, along with an S-2 specification sheet. It's a nice effort by Glenn Brendel and Wayne York. The price is $4.00 postpaid.

Sentimental Journey is the title of a 92-page 8½"x11" softcover history of the Virginia Blue Ridge Ry., Bee Tree Lumber Co. and Leftwich Timber Co. by Carl M. Lathrop. Extensively illustrated with photos that range from excellent to poor, the reproduction is good the book is laid out in a pleasing manner. The price is $9.95 plus 60¢ postage from *Stemgas Publishing Co.,* P.O. Box 328, Lancaster, PA 17603.

Norfolk & Western: Giant of Steam, by Maj. Lewis I. Jeffries, is now in stock from *Pruett Publishing Co.,* 3235 Prairie Ave., Boulder, CO 80301. This 334-page hardcover concentrates on the history and development of N&W motive power—steam, diesel and electric—and studies each class individually. Although it includes a good variety of action shots, this is definitely more of a locomotive book than a pictorial. Price is $35.00.

Merit, 2745 W. Division St., Chicago, IL 60622, has just released a line of "jumbo" 12-oz. large-handled beverage mugs in white with 23 different railroad heralds plus the round "RXR" highway sign. The hot or cold mugs are break resistant, top rack dishwasher safe and stackable. The mugs are $3.98 each and available from retailers or direct. Merit will make up custom mugs of your own design or herald in a minimum quantity of 48 mugs at reasonable prices.

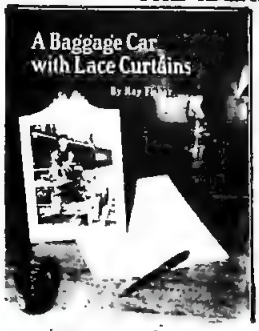
Calendar Call

The *Potomac Chapter NRHS,* P.O. Box 235-R, Kensington, MD 20795, has done it again with their full-color 1981 Railroad Calendar with 13 subjects photographed by chapter members. The 11"x17" wall-style appointment calendar features excellent color reproduction on heavy stock. Photos include N&W 2-6-6-4, BAR Geeps, B&O E7, SR 2-8-0, D&RGW SD40T-2s, ex-FEC 4-6-2 148, CPR *Canadian,* CSS&SB boxcabs, CN 4-8-2 6060, Frisco SD40-2s, a B&O 4-6-2, Hershey Transit Brill and EBT 2-8-2 at night. The price is $4.25 postpaid ($2.50 each in lots of 15 or more).

The *Chesapeake & Ohio Historical Society,* P.O. Box 417, Alderson, WV 24910, has included some vintage scenes of soon-to-be-famous C&O engines in their 1981 C&O Calendar. Kanawha 2716, being restored by the Southern, is shown at Russell in 1945, and Ross Rowland's Greenbrier 614 is portrayed in action at Richmond in 1950. This 11"x17"

As reviewed in Railfan & Railroad, July '80, p. 15

THE IDEAL GIFT FOR A RAILFAN'S WIFE!



The true story of a young wife obliged to live in a railroad camp car in the 1940s. The big Cab-Forwards over famous Donner Summit rock her baggage car home as she copes with train crews, switch engines, track laborers, oil lamps, snowsheds and winter snowstorms.

Softbound 7x9, 20 photos, 17 sketches by Bob Church. Railroading from the inside.

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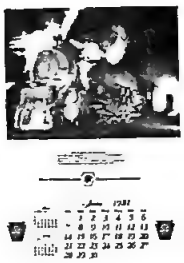
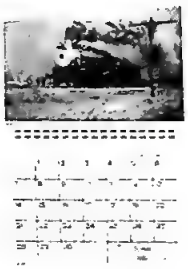
1981 ALL PENNSY CALENDAR



Pennsy steam, diesel and electric locomotives in portrait and action will take you back to the '50's and '60's as the months go by. Featuring photos by Don Wood, the twelve new 11 x 14 photos are printed on pebble grain paper, suitable for framing. K4, 11, M1, E8 and GG1 locomotives are only some of those presented in this 16 x 23 calendar. $4.75

1981 COLOR WALL CALENDAR



A full color wall calendar featuring railroad scenes across the U.S.A. Includes UP, SP, CP, Erie, KCS, NYC and others in thirteen 8½ x 10¾ photos of steam and diesel scenes. Calendars have room for your memos, are plastic bound and open to 10¾ x 17 inches. $4.25

RAILROAD CHRISTMAS CARDS

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15 for $4.50 25 for $5.50

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See our complete line of Christmas Cards, books, calendars, slide sets and post cards in our 1981 catalog. Send a stamped (28¢ for 1st class, 20¢ for 3rd class), self-addressed No. 10 envelope for your copy.

See your dealer or order direct. Important — add 50 cents shipping and New York residents add sales tax.

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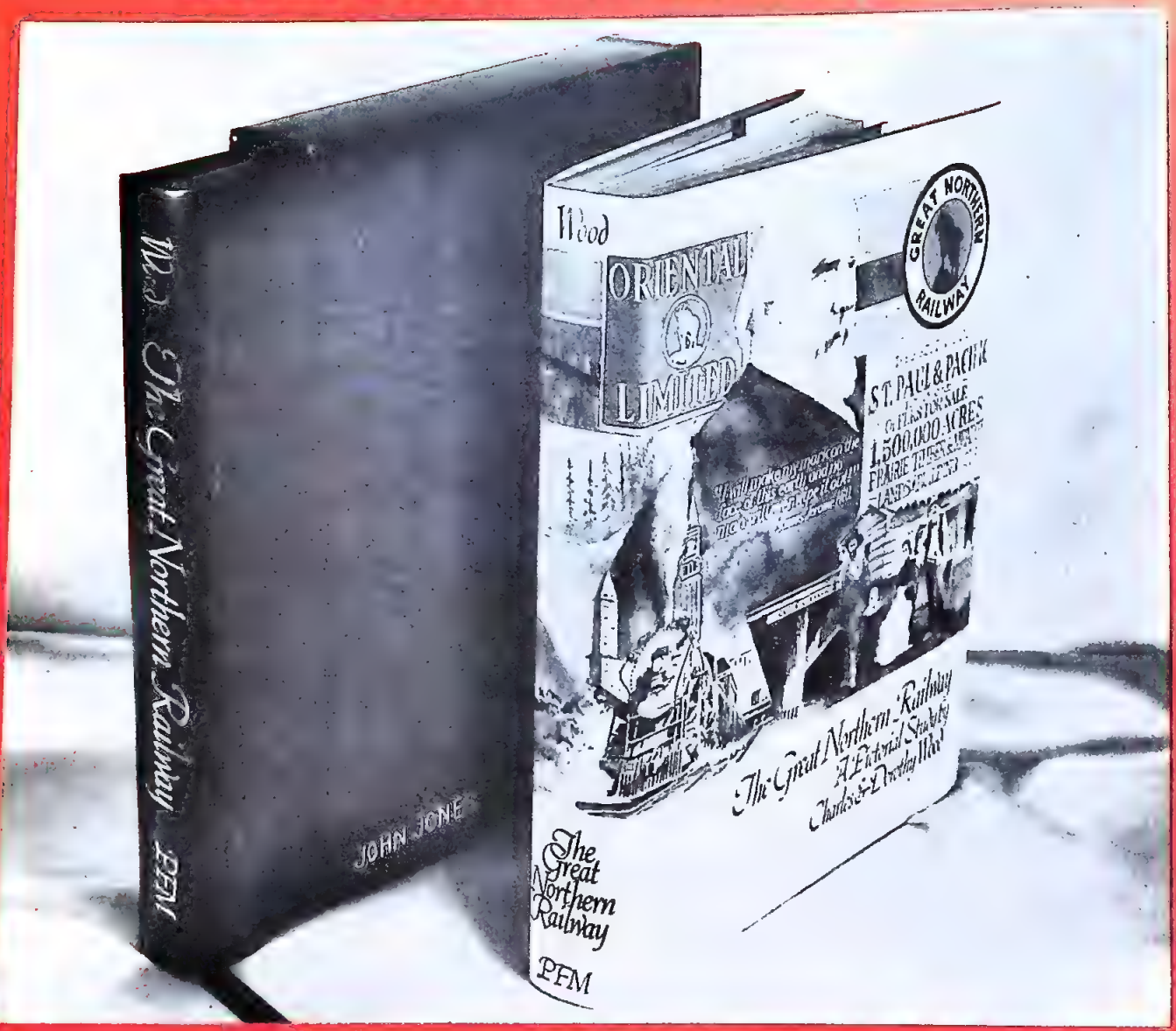

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Charles & Dorothy Wood's epic classic . . . the book called "One of the finest railroad books ever published" . . . is available again. 560 pages, over 800 black & white and sepia photographs, many color plates, and a revised index. $49.50 regular edition. Also available . . . a deluxe edition featuring special binding, slipcase with buyer's name in gold, numbered and signed by the authors. $125.00 direct from PFM only.

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Traction Publications

by Steve Maguire

Trolleys and Street Cars on American Picture Postcards, by the late Ray D. Appelgate, is a 90-page 8½" x 11" softcover book comprised of 191 reproductions of old trolley postcards, with 16 in original colors. Every state except Alaska is included, and there is also a short history of the picture postcard. Cards are reproduced in actual size, two to the page with additional captions. However, there are several errors in captions. It's still a fine accumulation of rare old cards. Price is $4.50 from *Dover Publications*, 100 Varick St., New York, NY 10014.

We Had A Shore Fast Line, by Mervin E. Borgnis, is a 246-page 6"x9" hardcover book filled with photos and stories of the interurban line that linked Ocean City with Atlantic City, N.J., between 1906 and 1948. Not a history of the line, it instead provides human-interest stories from the operating days. The last pages are devoted to Light Rail. If it's pictures of the 1906 Stephenson interurbans you want, at least 69 full pages show the cars of the 101-120 series in various locations. $20.00 from *Exposition Press*, 900 S. Oyster Bay Rd.,Hicksville,NY 11801.

Two booklets covering West Coast trolleys of the past have been published by author Robert S. Wilson. *Trolley Trails Through the West, Volume 6*, 24 8½" x 11" pages, staple-bound, gives an informal description of trolley lines in Western Canada as the author found them on trips in the latter 1930s. Included are Saskatoon, Regina, Edmonton, Calgary, Lethbridge, Nelson and Vancouver. Price is $3.00 from *Wilson Brothers*, P.O. Box 712, Yakima, WA 98907.

Wilson's second booklet is *Trolley Trails, Volume 7, Northern California*, 28 pages, describes the trolley operations he observed in the thirties in Sacramento, San Francisco and the Bay Area, including such lines as Sacramento Northern, Central California Traction, East Bay Transit, Key System, Market Street Ry. and Municipal Ry. $4.00.

Cincinnati Streetcars, No. 8, Through the Thirties, by Wagner and Wright, is a 95-page 8½"x11" softcover book in a series that will eventually consist in 9 volumes covering the history of streetcars in Cincinnati, Ohio. This volume covers the days of the Peter Witts, Curved Siders and the PCC cars. However, its particular value is the excellent coverage of the disasterous floods that hit the city hard in the 1930s. Almost half the book covers these floods in story and photos, and we've never seen anything like them. Price is $9.50 from *Trolley Talk*, 59 Euclid Ave., Wyoming, OH 45215.

Also available from the same source is Volume 3 of *Trolley Talk*, a 156-page softcover reprint of issues 41-60 (1962-1966). Of interest to both trolley modelers and fans, it contains photos of trolley models, action views of operating cars, history, plans and modeling techniques. Price is $12.00.

The Sea Beach to Coney Island, by William W. Fausser, is an 80-page 8½"x11" softcover book providing the history of what was once the most popular railroad from New York City to Coney Island. As the New York & Sea Beach R.R., it ran steam trains from Coney Island to Bay Ridge, where a boat connection was made for Manhattan. Electrification came in 1898, and trolleys ran directly into Manhattan until 1915 when the line was rebuilt into the rapid transit route of the Brooklyn Rapid Transit known as the Sea Beach Line—a name it still carries. Many old photos are included of steam, trolley and early rapid transit days. Price is $6.00 from Felix E. Reifschneider, P.O. Box 88, Fairton, NJ 08320.

Book reviews

Moguls, Mountains and Memories, by the Boston & Maine Railroad Historical Society, Inc., P.O. Box 302, Reading, MA 01867. Softcover, 136 8½" x 11" pages. $12.95.

This fine new book can be catagorized as a "softcover" only by the technical virtue of its binding; in content and reproduction it is far more typical of a quality hardcover. Carrying the somewhat awkward subtitle "A gallery of New England railroading north and west of Boston", the book is a pictorial of New England railroading from the 1940s to the present with what I find is a pleasing balance among steam, vintage diesel and the contemporary scene. Between the book's glossy color covers are 180 excellent black & white and four color photos ranging in subject matter from Central Vermont 2-10-4s and an East Branch & Lincoln 2-4-2T through NYC/B&A passenger Baldwins and B&M FTs to a Vermont SW1500 and Amtrak SDP40Fs—with a smattering of traction, D&H Sharks, a Bel-

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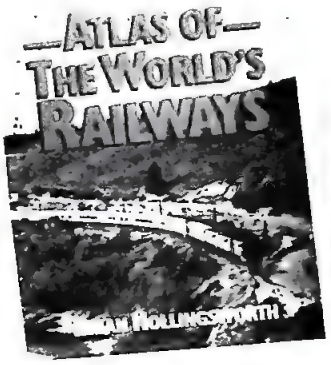

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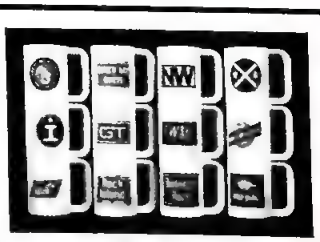

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fast & Moosehead Lake 70-tonner on a mixed train and tourist road steam in between. The photos are the work of some of the best-known names in the field along with some equally expert but less familiar photographers.

Rather than dealing with specific railroads, the book is arranged into chapters focusing on the states covered (Maine, Massachusetts, New Hampshire and Vermont) plus "the railroads beyond"—this last one is brief and seems a bit of an afterthought, which is really a shame, because the photography and text are excellent. Each of the chapters was apparently written independently by different authors (Ben Crouch, Bruce Curry, Dave Johnson and John Hutchins), and combined together by Ben Crouch and Dick Symmes with a unified central theme and a sense of cohesiveness.

The photo selection and reproduction are excellent, printed on heavy, white stock. While the photo layout is not unique, it is well done with a good balance between full page "dramatic" shots and the more subtle blending of two to four pictures per spread. All of the text and the extensive captions are well written and informative—a real plus, compared to the typical picture book. Full page maps are included for each state/chapter. Overall, I find the book a superb effort, and it may well turn out to be the "sleeper" of 1980. Don't miss it—MAX S. ROBIN.

The White Pass & Yukon Route: A Pictorial History, by Stan Cohen, published by Pictorial Histories Publishing Co., 713 S. 3rd West, Missoula, MT 59801. Softbound, 104 8½"x 11" pages; $7.95.

Considering its uniqueness, you would think that there would be a glut of books on the market about the White Pass & Yukon. Such is not the case; however; and it makes Stan Cohen's pictorial history of this Klondike gold rush narrow gauge line a welcome addition to a rather sparse field.

While the book makes no attempt to be the definitive history of the railroad, it does do a credible job of presenting the line's history though photos and a brief text which is divided into eight chapters. The first three chapters cover the gold rush and the construction and post-construction periods. The remaining chapters cover the railroad's other operations including steamboat and stage lines, their almost constant battle with snow, the important role they played in the construction of the Alaska Highway and the Canal project during World War II, their modern day operations and a brief look at some of the rolling stock.

The highlight of the book is the excellent photographic coverage which chronicles the construction of the line. Mr. Cohen went to a number of sources, including the Yukon Archives, the U.S. Army Archives, the University of Washington Archives, the Alaska Archives and the Provincial Archives of British Columbia to put together this remarkable collection of pictures. The early photographs cover all phases of the building of the line from camp life to working under the midnight sun laying track in the Yukon. The excellent quality of the photographs is a tribute to the skill and perseverance of the

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pioneer photographers. When one takes into consideration the rugged terrain, harsh weather conditions and the cumbersome wooden cameras in use during that period, it makes the results they obtained seem all the more remarkable.

Unfortunately, with the exception of some Army coverage during World War II, relatively few pictures exist from the years following construction of the line up until the early 1960s. For this reason Mr. Cohen depends heavily on the early photos to tell the railroad's story, and, consequently, the opening chapters of the book are much stronger than the final chapters, which give rather sketchy coverage of modern day operations and rolling stock.

The photographic reproduction in the book is very good, although a few of the photos are poorly cropped and some of the photo captions in the last few chapters are rather vague. In addition, the book could use a good map and a description of a ride on the line. The book's fine coverage of the railroad's early years, however, more than makes up for its shortcomings in covering the present day operations.

I think the book is an excellent buy for anyone interested in narrow gauge or railroading history in general, and it's certainly a must for anyone contemplating a trip to Skagway or Whitehorse, Hopefully Mr. Cohen's book will spur more interest in what has to be one of our most fascinating and least publicized railroads—CHRIS D'AMATO.

West Side—Narrow Gauge in the Sierra, by Mallory Hope Ferrell, published by Pacific Fast Mail, P. O. Box 700, Edmonds, Wash. 98020. Hardcover, 319 8½" x 11" pages; $29.50.

During the late 1950's, a relatively obscure lumber-hauling railroad gained a large following amongst the railfan fraternity. Of course, any railroad which operated a fleet of narrow gauge Shays and a standard gauge Heisler as the 1950s drew to a close could hardly have escaped the attention of the steam-hungry railfans of that era. The West Side Lumber Company (which at one time operated over 80 miles of line out of its headquarters in Tuolumne, California) is probably the most famous—and most modeled—non-Colorado narrow gauge railroad in the world. Yet for all its notoriety, remarkably little comprehensive material has been published about West Side. (The book *Last of the Three-foot Loggers* and several magazine articles come to mind, but

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none of these presented a complete historical or operational overview of this intriguing operation.) Mal Ferrell's delightful new book rectifies this omission completely. The author, whose previous works include *Silver San Juan - The Rio Grande Southern* and *Tweetsie Country - The East Tennessee & Western North Carolina,* has combined his loves of narrow gauge railroading, geared locomotives and the West Side Lumber Company to produce one of the finest railroad histories yet published.

Mr. Ferrell's pleasant writing style, combined with a fascinating topic, makes this work a joy to read. The pleasing graphics and layout, along with the illustrations by Howard Fogg, Jim Finnell and Mike Pearsall, serve to enhance the visual pleasures of this book. Photographs are uniformly reproduced with excellent quality and informative captions. While the majority of the photographs are reproduced in black and white, there are numerous color photos and sepia prints included. The sheer amount of information encompassed is somewhat staggering, especially in light of West Side's short length and single-minded purpose for existence. Model builders will be delighted by the tremendous array of nicely layed-out equipment and locomotive photographs and drawings. No doubt these are partially the result of the author's interest in these areas (Ferrell has built a number of prize-winning models of WSL Co. equipment over the years). In addition, there are complete equipment rosters of all West Side rolling stock and locomotives. The material is logically organized, well indexed and easy to read. Needless to say, I was most impressed with *West Side-Narrow Gauge in the Sierra*—MAX S. ROBIN.

Susquehanna, by John Krause and Ed Crist, published by Carstens Publications, P.O. Box 700, Newton, NJ 07860. 86 11"x8½" pages, softcover; $12.00.

As a Midwesterner who has been no closer to New Jersey than Ohio and has seen a Russian Decapod only at the Illinois Railway Museum, I am not an expert on the Susquehanna. As a avid book reader and an armchair railfan interested in almost all railroads, however, I am just the type of person that this book was published for. This latest offering from Carstens is a fine book at a modest price that covers the New Jersey's New York, Susquehanna & Western R.R. from its independence from the Erie in 1940 to the present.

The book begins with a brief history of the NYS&W which gives a good "feel" for how the Susquehanna fit into the scheme of things. A motive power review—steam and diesel—follows the history. The geography and railroad itself is covered for the rest of the book in the format of a pictorial journey over the line from Jersey City westward. This approach is very effective in giving the reader a feeling of how the road looked and worked. The NYS&W runs through some beautiful country, and encounters with the L&NE, L&HR, Jersey Central and neat places such as Green Pond and Sparta Junctions made it one interesting railroad.

Photo reproduction is generally sharp and clear, although a few photos went somewhat muddy. The photo selection, however, is excellent. The picture on page 95, an overall view of Hainesburg Junction with a Susquehanna eastbound on the old main and a westbound job pulling into the L&NE yard to make a delivery while the Lackawanna's *Phobe Snow* passes over the Paulins Kill viaduct in the background, touched me as few photos have. The sequences on the Suskie/Lehigh & New England joint trackage with NYS&W RS1s meeting L&NE FAs are true gems of first generation railroading.

The last steam ran on the NYS&W in 1947, so the book has more diesel than steam shots. But, with RS1s and GP18s on the Susquehanna, RS3s on the L&HR, FAs on the L&NE and Babyface Baldwins on the Jersey Central, even a diehard steam fan like me doesn't mind—besides, there *are* some fine action shots of 2-10-0s, 4-6-0s, 4-6-2s and even an L&NE ex-PRR Mikado.

I have found that the best books in my library are those which give the "railroading" side more attention than the dry corporate history. *Susquehanna* is such a book, and it left me feeling that I had actually seen the NYS&W in action rather than living half-a-continent away—JOHN SWANSON.

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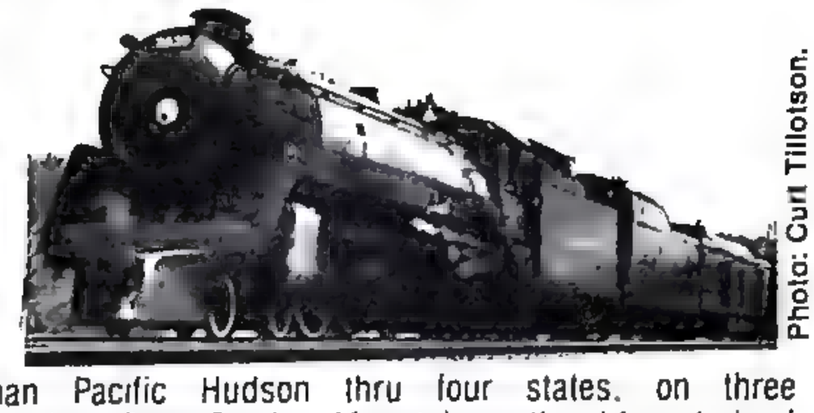

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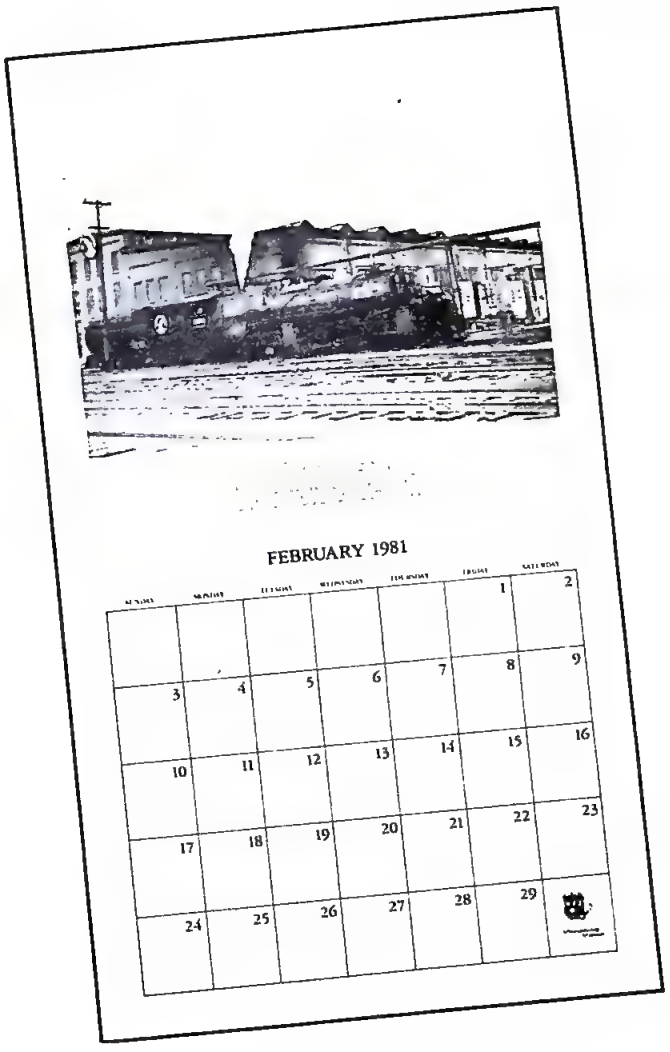

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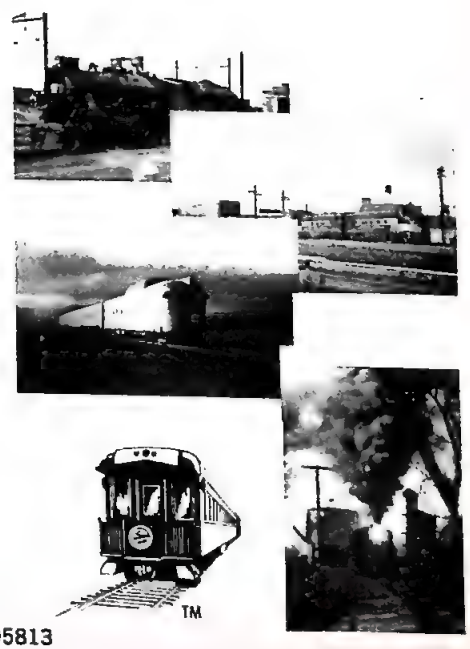

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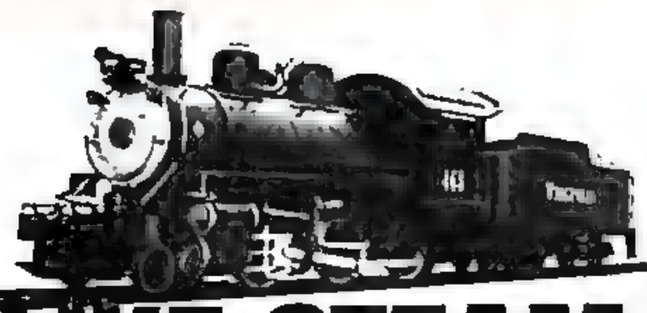

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Camera Bag

BY JIM BOYD

Movie mishaps

This past May I was able to combine some business with pleasure as I spent a couple of weeks in the Midwest covering the adventures of Nickel Plate 2-8-4 765 on the TP&W (see September 1980 issue) plus some other area attractions such as the Crab Orchard & Egyptian and the Frisco in Springfield, Missouri (see page 51). Since a Nickel Plate Berk on freight deserves no less than color/sound/action coverage, Mike Rudinsky offered me the use of his Chinon Super 8 sound movie camera. I had used Mike's camera in the past on the Chessie Steam Special and a Southern 722 trip with excellent results, so I was quick to jump at the opportunity. It would mean working three cameras—one Nikon for black & white and one for color slides, plus the movie camera—but it would be well worth the effort.

The actual camera handling was no real problem, as I was willing to put the movie camera on the tripod and be satisfied with fairly static runbys, letting the sound make up for the absence of follow-through pans and the in-camera editing subtleties that giving the movies my undivided attention would have provided. Knowing I had an article to prepare, I had to give black & white my primary consideration, while shooting slides was of secondary importance. (This wasn't too difficult, as I've had a lot of practice working two 35mm cameras, hand-holding and tripoding.)

The end results of all the camera work was quite satisfactory, and the scenes and in-camera editing and transitions in the movies are nearly as good as I could have done if I had been shooting the movies alone. But there are two problems that seriously detract from the movies: wrong film selection and inexperience with the microphone.

In the frantic scramble to get the July issue out of the office so I could leave on the trip, I had come up with the idea of borrowing Mike's movie camera at the last minute. Mike discovered that his microphone and boom had been accidentally left behind when visiting some relatives the previous week, so I had to do some fast scrambling to locate a proper microphone from our local camera shop. I had used Mike's mic and boom on previous occasions with excellent results, but the last-minute confusion caused me to hit the road with only the new mic, and not a boom or foam wind-protector for the mic.

These were my undoing. The entire week the 765 was running had very high winds, and without that little red foam ball over the end of the mic, the roaring of the wind almost drowns out the sound of the locomotive in places and is nearly always present because of the sensitivity of the automatic level control in the camera sound system. Secondly, without the top-mounted mic boom to hold the mic up and away from the camera, I had to improvise a way to hold the mic so the movie camera could run unattended while I handled my still cameras. An old cotton glove wrapped around the mic and then tucked beneath the head of the tripod held the mic in a good position and seemed to work just fine—until I got the film processed and discovered that every bit of the camera motor noise had been transmitted right through the tripod and glove into the mic. My sound was now a combination of buffeting wind and whirring gears underlying all the steam sounds. The sound is not a total disaster and is still infinitely better than a silent film, but the two easily preventable problems caused an irritating loss of quality. In-

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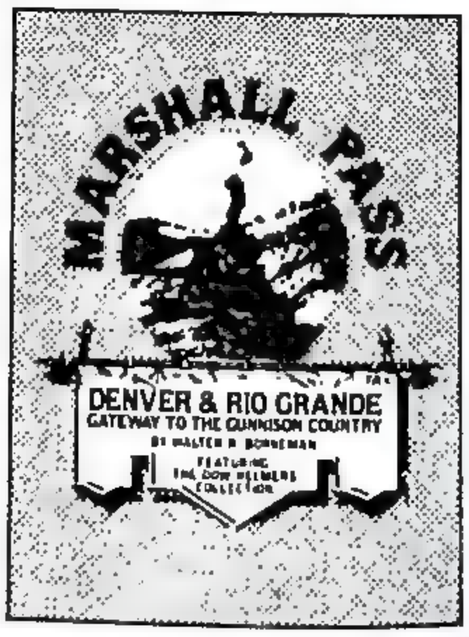

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cidentally, the one time the mic fell off the tripod and dangled beneath it in mid-air produced the best sound of the trip!

The mic boom is simply an arm holding the mic up and away from the camera, but the secret to its success is that the mic is just dangled loosly from the end of it, rather than being rigidly attached. In spite of my glove for "insulation", wedging the mic tightly beneath the tripod head caused a lot of the motor sound to be transmitted through to the mic. If you're ever in a situation where you have to work without the boom, I would suggest hand-holding the mic, resting it on the ground or a nearby object or letting it dangle from its cord—but don't wrap or tape it to the tripod or camera.

Now for the matter of film. I've been shooting 8mm movies for 20-years, having graduated from the old Kodachrome to Kodachrome II. I've shot 16mm silent and sound, black & white and Ektachrome color, back in my days working for a TV station. Although I haven't done much movie work in the past few years, I'm still reasonably experienced with a movie camera. But with Super 8mm, different films and sound cartridges, I let myself get intimidated by the new hardware and promptly forgot the most critical aspect of small-format movie films: sharpness.

As I said, things were in a bit of a panic as I was preparing to depart on the trip, and my mind was more on the work in the office and locating a replacement for that missing microphone than in planning for the trip, so I found myself in the local camera shop on the day before departure buying film for the movie camera I'd come up with the idea of borrowing only hours before. "What kind of film do you want?" asked Bill behind the counter. My mind went blank. The options were Kodachrome 40 or Ektachrome 160. What did I use last year on the Southern, I was trying to remember. Mike was out doing something with a tank in the National Guard, and I couldn't get ahold of him to ask. My instincts favored the Kodachrome, but these new cameras all seemed to be groomed for Ektachrome—remember those "XL" series ads for cameras that work indoors with no movie lights?

"What kind of lighting conditions will you be shooting in?" Bill asked. The pessimist in me replied, "I'm hoping for perfect sunshine, but with my luck it'll be a week of rain and overcast."

"Go for the Ektachrome; you'll be safe either way," he suggested. It sounded like good advice, so I stocked up on a half dozen rolls of Ektachrome 160.

The weather turned out to be unbelievably perfect, and that fast Ektachrome was giving incredible depth of field as the camera was working somewhere in those f-stop regions that 35mm photographers only dream about (something around f32 in bright sun). The camera was generally on a tripod, and I carefully zoomed in for critical focus on every shot. I remembered to check the batteries and to keep the right combination of switches "on" or "off" at the proper times. The actual picture-taking worked out extremely well, and I'm quite happy with results. But the pictures look awful. That Ektachrome is so "grainy" that nothing ever appears to be really sharp. I'd be inclined to blame the optics of the projector or the camera's zoom lens except for the fact that after I ran out of film on the 765, I bought one roll of Kodachrome 40 to shoot on the Crab Orchard & Egyptian, and it is quite drastically sharper—like the stuff I shot on the Southern last year.

Not being familiar with the films used in today's Super 8 sound cameras, I had let the mysteries of the unfamiliar films and worries about the weather cloud my judgement. Sharpness has always been the most important consideration in the 8mm/Super 8 field, and Kodachrome is by nature much sharper than Ektachrome. If I'd really thought about it, I'd have realized that the Kodachrome 40 would have been just fine in almost any daylight weather situation that I'd have been shooting slides in, anyhow. The Super 8 cartridge films marketed and generally available for the contemporary sound cameras are all of the indoor "Type A" variety, balanced for indoor lighting of 3400K. A filter built into the camera corrects the film for daylight use, dropping the effective ASA of the Ektachrome to 100 and the Kodachrome to 25. For grubby weather shooting, the Kodachrome 64 in my Nikon will work at about 1/125th at f2.8 even under the most miserable of overcast conditions. With a movie camera's 1/30th of a second shutter speed, that still translates to about f3.5, even with the slower film. And with the through-the-lens focusing and relatively shorter lenses on the movie camera, depth of field would still be less of a problem than with the 35mm SLR. Conclusion: stick with the Kodachrome for any daylight work. The Ektachrome gives its speed advantage away in lack of resolution.

Is there a deeper lesson here? Maybe. Even a "pro" can make some basic mistakes when he's out of practice or away from the equipment for a while. They say a pro is someone who knows his equipment, and that's a pretty good assessment. I knew how to shoot movies but got fouled up with an unfamiliar camera/mic setup. The same sort of mistake is made by someone who buys a brand new camera just before the "big trip" and doesn't get a chance to practice with the new camera before he leaves. The odds for total photographic success on the big trip aren't too good. I've got some grainy and noisy movies to prove it.

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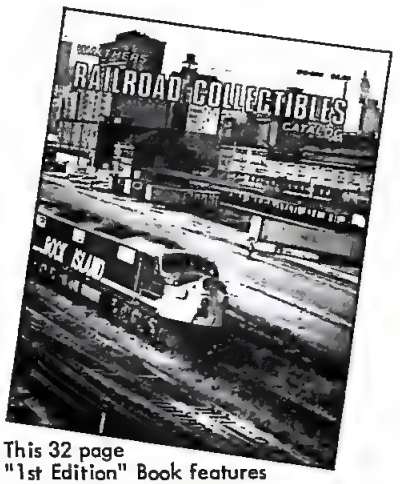

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Transit Topics

Changes for Pittsburgh

IN PITTSBURGH, construction of a new light rail vehicle complex on ten acres of land at the outer end of the Port Authority Transit tracks at Bethel Park, adjacent to South Hills Village, began early this summer. The new facility will replace the old South Hills carbarn and yards presently in use for the PCC cars. It will contain a maintenance and repair building that will include two car-washing machines, overhead hoists and cranes, turntables and repair pits, a large car storage area, parking space for employees and riders, a dispatcher and operators building and a station at the end of the 10.5-mile run to downtown Pittsburgh.

Bids for construction at the northern (downtown) end of the line will be taken late this year, and work there will commence in 1981. The rail line, after leaving the east end of Mount Washington tunnel, will cross East Carson Street on a grade-separated right-of-way and the Monongahela River on the old PRR "Panhandle" Railroad bridge recently purchased from Conrail. In the Golden Triangle, the cars will enter the subway through the old Conrail tunnel to the Penn Central Station. They'll leave it on a spur from what will be Midtown Station and then run under Sixth Avenue to Gateway Center where they will have a loop for the run back to Bethel Park.

This news comes to us from Jim Cerny of Pittsburgh, who says that the Allegheny County Commissioners, led by William R. Hunt, have suggested that the new light rail line should be routed through the now-mothballed Wabash Tunnel, because operation of both rail vehicles and buses through the Mount Washington tunnel is dangerous, slow and impractical. They also ask that PAT put rails in the East Busway, now under construction, so that it could eventually be electrified for light rail service to Wilkinsburg. They also request a federal grant for planning a 60-to-70-mile light rail transit system to meet city/county needs in the Pittsburgh area for the next 50 (yes, 50) years!

New fareboxes costing $2,000 each are being installed in all of Pittsburgh's buses and trolleys to prevent cheating on fares. The federal government is picking up 80% of the total cost of $2.5 million, however. The new fareboxes register different types of fares when operators push an appropriate key on their six-digit keyboard. If an insufficient fare is deposited, the machine emits a *beep* sound so both rider and operator know an insufficient fare has been deposited. It is estimated that the new fareboxes will increase revenues from 3% to 5%.

PAT directors have authorized planning that would create a central downtown transportation center on the site of the existing B&O (Chessie) railroad station. The station, along with its 19-acre site running along First and Second Avenues from the foot of Grant Street to the 10th Street Bridge, would be included in the purchase.

The center would combine into a single facility the terminals for Greyhound and Continental Trailways, a downtown local bus terminal with maintenance and storage garage, a station for the Monongahela Valley commuter rail line, and a station for the new light rail transit line.

SAN FRANCISCO'S K-Ingleside, L-Taraval and M-Oceanside trolley lines, that haul 55,000 passengers each weekday, began transferring riders from their PCC cars to light rail subway trains at West Portal station on June 11, 1980, leaving only the J-Church streetcars running on the surface of Market Street on weekdays, writes Dennis A. Cavagnaro of Walnut Creek, Cal. Until the Municipal Railway commences light rail service along these lines, riders will have to make the change at West Portal station. Riders on the M line are temporarily being served by shuttle buses that transfer them to the K line at St. Francis Circle. It is expected that the K line will be extended to the BART Balboa Park station any day now.

YAKIMA, WASHINGTON, trolley service for both tourists and freight was interrupted by the eruption of Mt. St. Helens on the morning of May 18, 1980, writes Robert S. Wilson of Yakima. (Bob is the author and publisher of several booklets covering the history of trolley lines in the Northwest and Canada entitled *Trolley Trails Through the West.)* The Sunday morning that the eruption occurred was to have been the second day of weekend tourist operations, but the 8:32 a.m. eription brought clouds of dust, and by 11:00 a.m. it was as dark as midnight and so remained through the day, Bob says, with ash continually raining down on the Yakima Valley and other parts of eastern Washington. Service to Selah resumed on June 7, but service to Harwood at the other end of the line could not be resumed until more than a week later due to the amount of ash covering the rails.

Yakima Valley tourist trolley service runs on weekends from spring to winter, with special charter trolleys available at any time with rates of $96 for a two-hour tour in a single car. For further details contact Yakima Interurban Trolley Barn, 507 S. 4th Ave., Yakima, WA.

MINNESOTA Legislature, with the approval of the governor, has made a $150,000 appropriation for a light rail feasibility study in Minneapolis to be completed by January 1981 for legislative review, according to George K. Isaacs of Roseville, Minnesota, who says that there has been much activity lately by downtown businessmen in promoting light rail in the Twin Cities. A recent month-long exhibit featured photographs, scale models and graphics showing the advantages of light rail as a mass transit mode. On opening day a representative of Siemens showed a 20-minute movie covering light rail in Europe, with English narration.

BY STEVE MAGUIRE

AT BUFFALO, NEW YORK, the old Delaware, Lackawanna & Western passenger station along with the signal tower-boiler room structure was demolished in May to make way for the new yard and shops to be used by Buffalo's light rail transit project now under construction. At the location, the train shed is being rehabilitated for use by light rail vehicles which will be stored there under cover. This was a major reason why the Niagara Frontier Transportation Authority chose the DL&W complex as the most appropriate site for the maintenance and storage of rail vehicles back in 1977.

SAN FRANCISCO voters turned down by a narrow margin in June a ballot proposition that would have allowed higher fares to be charged on the cable cars, writes Tom Swinney of San Francisco. Proponents of the plan to raise cable fares to one dollar claimed that most of the cable riders are tourists, and regular commuters using the cables could use the less expensive Fast Passes to ride. In winning, the opponents successfully contended that the cables were part of the general Muni system and to charge the higher fare would turn them into a kind of tourist trap.

Light rail service was instituted on the K-Ingleside line in San Francisco in June. Extension of the M-Ocean View line is now complete, and cars should be running to the Balboa Park BART station in September, according to Mr. Swinney.

PRELIMINARY engineering for the $2 billion Wilshire subway in Los Angeles County came closer to reality in May when the California Transportation Commission allocated $2.86 million to initiate work on the starter line that will run from downtown Los Angeles Union Station to North Hollywood by way of Wilshire Boulevard. The federal government's 80% share of the costs has now been granted by UMTA with $12 million allotted for preliminary work. The balance will be provided by California Transportation Commission out of earmarked funds to make the total of $16 million needed for the first year's surveying, final route and station selection and vehicle design. This news from the L.A. *Times* was sent to us by Arthur C. Davis of Reseda, California.

AS SAN DIEGO continues to build its new light rail line from downtown south to San Ysidro, its Metropolitan Transit Development Board is now studying the feasibility of a second line, also along abandoned tracks of the San Diego & Arizona Eastern R.R. This would run east from the south Bay Area through Lemon Grove, La Mesa and El Cajon. Although the SD&AE tracks do not extend east to Santee, a growing area with need for transportation services, the study is also examining the possibility of extending the proposed trolley line into Santee.

San Diego's light rail line to San Ysidro is now expected to be in operation by mid-1981, according to the MTDB.

SOUTH SHORE LINE freight operations are being standardized with ten GP38-2 units coming from EMD in December. These will bring the retirement of the last two 800 series (Little Joe) electric locomotives along with most of the GP7 diesel motors still in service. One of the 800s is going to the B&O Museum at Baltimore for preservation.

Passenger service will remain electric on the CSS&SB line, according to Dave Nelson of Charlottesville, Va., and the latest word indicates that new equipment, when ordered, may well consist of single-deck electrics purchased from Japan. Japanese firms have recently seemed able to underbid U.S. (Budd) and Canadian (Bombardier) firms regularly. Once new equipment is obtained, most of the old cars -built 55 years ago-will be scrapped with only a few (including combines) retained for fill-in service.

At the same time we received word that there are no provisions for the purchase of additional *Highliner* double-decked m.u. units in the five-year plan of the Chicago area Regional Transportation Authority. The purchase of such additional equipment was to be dependent upon purchase of similar equipment by the South Shore Line, a situation that may now be in doubt.

ARDEN TROLLEY MUSEUM at Washington, Pa., has been engaged in extending its trolley line westward across North Main Street to Arden Fair Grounds. It has recently been aided by sizable purchases of rail and overhead, according to *Trolley Fare*, its bi-monthly publication. It reports 6500 feet of 85-lb. rail has been purchased from the Monongahela Railway for $105 per ton delivered by rail. The museum also purchased 5200 feet of 2-0 copper trolley wire, 5700 feet of aluminum feeder cable and 3500 feet of span wire.

Arden has received an award from the Washington-Greene County Tourist Promotion Agency as the outstanding tourist attraction in the area. A presentation was made at South Hills Village, the site of the new light rail carbarn and station.

ELECTRIC LOCOMOTIVE 961, that operated in Vancouver, B.C., for the British Columbia Electric until 1970, has been sold and shipped to Edmonton, Alberta, for use in construction of an extension of the light rail line. Repainted in Edmonton Transit blue and white and fitted with a pantograph, it will haul dump cars of earth from a tunnel under construction, according to *Short Circuit*, Bulletin of Texas Division of Electric Railroader's Assn. The locomotive was one of four built by Alco in 1912 for Oregon Electric Ry., where it operated until abandonment of the OER and sale to BCER in 1947.

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Railnews

AMTRAK'S *ADIRONDACK* **After a financial skirmish with the** State of New York over its financing, Amtrak's New York to Montreal *Adirondack* went on a new schedule on August 3, 1980, and its Turboliner equipment was replaced with F40s and Amfleet. The *Adirondack* will now operate from New York to Albany as part of the *Niagara Rainbow*, with its equipment split off and locomotive added at Albany/Rensselaer. With ridership up nearly 15% above last year, Amtrak considers the D&H-route *Adirondack* one of its better state-subsidized trains.

"TORONTO RAIL 1980" The annual convention of the National Railway Historical Society was held on July 23-27 in Toronto, under the sponsorship of the Buffalo Chapter, and it was a rousing success with over 1000 attending. CNR 4-8-2 6060 ran her last passenger trips for CN/VIA before being sold to the Province of Alberta for use by the Alberta Pioneer Railway Association in Edmonton (the 4-8-2 left Toronto for Alberta two days after the convention). On Thursday, July 24, the 6060 was paired up with a VIA FP9 for a round trip to Niagara Falls, and on Saturday, July 26, worked with a CN-red VIA FPA4 on a circle trip around Lake Simcoe. The steam/diesel mix was surprisingly interesting, and there were few complaints, as the steam engine was permitted to do most of the work. The sound was great—especially when the FPA4 gurgled and gasped its way through transition while the steamer hammered away.

An extensive trip over GO Transit highlighted Friday, and there seemed to be an endless variety of Peter Witt/PCC/CLRV trolley trips to everywhere. The Thursday night photo session included former-U.S. PCCs at a TTC carbarn and a line-up of CP Rail six-motor MLW/Alcos featuring DL624 8921, the *"Empress of Agincourt"*, at Agincourt Yard. The Saturday night session included PCCs and a CLRV at TTC's Roncesvalles Carbarn and a variety of scenes of F40s, GP40TCs, GP40-2Ws and FP7 cab cars at GO Transit's Willowdale facility.

The NRHS Roanoke Chapter operated a well-patronized *"Independence Limited International"* excursion from Washington, D.C., via Roanoke and Columbus to Toronto behind Southern's Royal Hudson 2839 to Lynchburg, Va., and a Southern FP7 and various red and black N&W units on the N&W west of Lynchburg. The return trip included NKP 2-8-4 765 for some fast running from Bellevue, Ohio, to Muncie, Indiana, and then a run over the N&W's "new" ex-PC line from New Castle to Cincinnati en route home to Roanoke and Washington.

FT. WAYNE'S BERKSHIRE 765 Hauling passengers on home NKP rails for the first time, the Ft. Wayne Railroad Historical Society's 2-8-4 765 handled two trips over the N&W from Ft. Wayne to Argos, Ind., and return on July 12 and 13. On July 28 it powered the Bellevue, Ohio, to Muncie, Ind., segment of the NRHS convention special. Future trips on the Milwaukee Road are presently in the serious negotiation stage.

MILWAUKEE AND C&NW? Newspaper writers, jumpy in the present merger climate, have been having a field day exaggerating the joint C&NW-Milwaukee Road announcement that the two roads are contemplating some major line coordinations. The arrangements under consideration would have the C&NW abandon portions of its Milwaukee-Minneapolis main line in return for running rights on the Milwaukee, while the Milwaukee would move over to the C&NW from its Milwaukee-Marinette, Wis., line. This would permit considerable redundant parallel trackage to be abandoned with little or no loss of service to customers and a healthy concentration of traffic onto the better lines. No, the C&NW and Milwaukee are not planning to merge at this time—at least not with each other.

NEW STEAM UNDER CONSTRUCTION It may be small and have a strange wheel arrangement, but it is a genuine standard gauge steam locomotive and is being built brand new from the ground up in the U.S.A. from locally-manufactured parts. The 0-2-2-0 wheel arrangement immediately gives away the operator and builder: The Mount Washington Cog Railway.

Deep in the New Hampshire woods is a group of New England elves hard at work on Mt. Washington No. 11. The Massachusetts-made boiler has been mounted on the frame, and the stack is there, too. Presently missing are the machined parts for the cog drive and the cylinders. The rough castings for these pieces are on order and will be completed in the small but well-equipped shop in Fabyan, N.H.

The last new loco to join the Mt. Washington fleet was built by the railway in 1972. Prior to that, Manchester had delivered the last new power in 1980! Presently, eight coal-burning locomotives keep the 3½-mile line to the top of the 6,293-foot mountain functioning. The grade, most of which is on trestles, averages 25%, with 37.41% maximum. The oldest Mt. Washington locomotive dates back to 1870 and was the first horizontal-boilered engine on the roster; all prior engines used vertical boilers, such as *Old Peppersass*, on display at the base station—WALTER A. APPEL.

THE *PRAIRIE MARKSMAN* After almost two years of negotiation, the State of Illinois and Amtrak have inaugurated the new 403b State-subsidized *Prairie Marksman* between Chicago and East Peoria via the ICG's old GM&O main line from Chicago to Chenoa and west on the TP&W to East Peoria. With a "businessman's" schedule into Chicago in the morning and out in the evening, the train's only intermediate stop is Joliet and makes the run in about an hour less time than the old Rock Island *Peoria Rocket*. (On the GM&O portion, the Peoria trains run very close to schedules of St. Louis trains which make the "local" stops.) This is the first passenger service on the TP&W since 1929. The station for Peoria is at the west end of the TP&W East Peoria yard, near the N&W/NKP-TP&W diamond. With an F40, two Amcoaches and an Amcafe, the train made its press debut on August 8. The train is unique in that it is on an experimental 14-month use-it-or-lose-it basis, and by August 1981 it must be averaging 150 riders per day or covering 49% of its soley-related costs with revenues if it is to continue. Meanwhile, Illinois has already invested $500,000 in TP&W yard, wye, station and standby-power improvements.

GOODBYE, NORTHERN ALBERTA Canada's 923-mile Northern Alberta Railway, jointly owned by CN and CP since 1929, is being taken over by the Candian National. This will be the end for its two-tone blue and yellow colors. The NAR still operates a mixed train on the 300-mile Edmunton-McMurray line.

STEAMING INTO DURBIN The first steam passenger run up the former-C&O Greenbrier Subdivision between Cass and Durbin, W. Va., now owned by the State of West Virginia, was a part of the Cass Railfan Weekend on May 18, 1980. Heisler 6 made the run with a photogenic mixed train. The Durbin run is expected to become a regular part of the Cass operation in the future utilizing Western Maryland Shay 6 from the B&O Museum, the Heisler or possibly a rod engine.

THE WISCONSIN & SOUTHERN A new railroad, the Wisconsin & Southern, has been formed to operate a network of State-owned ex-Milwaukee Road trackage from North Milwaukee to Horicon and Oshkosh, a total of 148 miles, including numerous branches to Menomonee Falls, Mayville, Beaver Dam, Cambria, Fox Lake and Markesan. Headquartered at Horicon, the line has leased three Milwaukee SD7s, to be painted the road's dark green with yellow.

SUNSET ON SUNRISE Due to the adverse economic conditions, CF&I Steel Corporation has shut down its Sunrise Iron Ore operation and the Northern Division of the Colorado & Wyoming R.R. (see Summer 1976 RAILFAN) until at least the end of the year pending further analysis and review. Sunrise Mine, seven miles north of Guernsey, Wyo., supplied ore for CF&I at Pueblo.

MOTIVE POWER NEWS The **Illinois Central Gulf** has leased ten ex-Rock Island SD40-2s from Morgan Guarantee Trust. The RI 4790-4799 will become ICG 6034-6043.

The best place to get F-units working in the Midwest is the **Escanaba & Lake Superior,** which has four Soo and one Milwaukee on lease. Both the Soo and Milwaukee have their once-numerous fleets out of service.

Due to the downturn in business and recent deliveries of new units from both EMD and GE, the **Louisville & Nashville** has placed its

AMTRAK'S *ADIRONDACK* made its last southbound run with Rohr Turboliner equipment on August 2, 1980. On August 3, the *Adirondack* was changed to an F40 and Amfleet and combined with the *Niagara Rainbow* between Albany/Rensselaer and New York City. The last turbo was photographed (**right**) at Saratoga Springs passing the D&H's latest C424m, 451—the former Conrail 2475, ex-EL 2401—rebuilt at GE in Hornell, N.Y., and rated at 2000 h.p. with a 12-cylinder Alco 251 engine. The three D&H 460s (see page 2, September '80 issue) are owned by Gennessee & Wyoming and are built to GB&W specifications, while the six 450s will be D&H owned and built to D&H specs. All the C424ms are painted D&H blue and yellow. The three 460s have been most common on the "salt train" from the G&W at Greigsville, N.Y.

JIM SHAUGHNESSY

TERRY NORTON

ESCANABA & LAKE SUPERIOR has leased four Soo Line F7s, a Milwaukee F7 and a variety of other power to operate its newly-acquired ex-Milwaukee trackage. Soo 212-B and Milwaukee 117C were at Ralph, Mi., on July 10.

TERRY NORTON

THE WISCONSIN & SOUTHERN is now operating 148 miles of former-Milwaukee Road branches now owned by the State. Green W&S SD7 522 was pulling up to the Soo at Slinger on July 8.

WILLIAM A. RAIA

JIM BOYD

FT. WAYNE'S BERKSHIRE 765 ran for the hometown crowd on July 12-13 with trips over N&W's old NKP main line to Argos, Ind. She rolled into Argos (**above**) in 100° weather on July 12. Things were cooler on May 18 (**below**) when Cass Heisler 6 pulled its railfan "mixed" into Durbin, W.Va.

"TORONTO RAIL 1980", the NRHS annual convention, found CN's 4-8-2 6060 making her last runs before going to Alberta. The July 24 movie run at Jordan bridge (**below**) included a VIA FP9, while the FPA4 accompanying 6060 on July 26 was set aside for the movie run at Barrie.

TWO PHOTOS: JIM BOYD

Railnews

six-motor Alcos into storage at Corbin, Ky., along with U25Cs and SDP35s. Many of the units are wearing fresh Family Lines colors. It is doubtful the big Alcos will ever return to service, although the C420 fleet is still healthy.

The **Gettysburg Railroad** has acquired N&W RS36 2870, the former-NKP 870. Gettysburg 70 has been painted blue and gray.

BN LOCOMOTIVE ORDER The Burlington Northern has ordered 110 new diesels for 1981 delivery. The Fort Worth & Denver will get five more GP38-2s (2155-2159; 2150-2154 were delivered in 1980), while the parent company will be adding 75 GP39-2s (2700-2774), the first such models for BN. To handle BN's ever-growing coal traffic, 30 GE C30-7s will join the fleet in two groups of 15; the first of the GEs will cost about $899,000 each when delivered in the first half of 1981, while the second group will cost $948,000 each. Passenger units have already reached the $1 million per unit figure, and it looks as though "conventional" freight units will be there soon—WALTER A. APPEL.

P&W EXPANSION The Northeast's largest short line is growing. On June 1, 1980, the 180-mile Providence & Worcester took over 30 miles of Conrail trackage between Plainfield and Groton, Conn., following a long court fight. This comes after last winter's takeover of the two-mile Warwick Railway in Rhode Island and marks P&W's first step towards an announced goal of acquiring virtually all of Conrail's freight lines in southern New England.

Since it emerged as an independent railroad in 1973, the ambitious P&W has quadrupled its mileage. At Contrail's formation in 1976 it purchased the bulk of the ex-NH Norwich & Worcester line, giving it a foothold in Connecticut. It took four years of political lobbying and litigation before a court finally directed Conrail to sell the remainder of the Norwich line to P&W for $2.75 million. But the transfer of the Plainfield-Groton trackage was only a skirmish in a much bigger struggle between P&W and the blue giant. P&W has offered to take over 530 miles of CR freight service in Connecticut, Rhode Island and Massachusetts south of the Boston-Albany main line, and run these lines for five years without subsidy. P&W management says that a locally-based operator can run this system at a profit, while P&W's critics say the line has neither the financial resources nor the technical skill needed to run a 750-mile railroad.

Because Conrail has stated that it loses money on its New England lines and would like to abandon many branches, the P&W proposal has attracted considerable attention from politicians on both the state and federal level. Legislation has been introduced in Congress to require the U.S. Secretary of Transportation to turn over to private operators any Conrail lines that can be more efficiently run on a local basis. Written specifically with the P&W in mind, this bill could lead to some surprising changes in the Northeastern rail scene.

Meanwhile, the increased business resulting from the June expansion has created a need for more motive power. Pending delivery of a second GP38-2 of its own, P&W has leased Bangor & Aroostook GP38 84, a unit that recently returned from a long lease to Conrail—TOM NELLIGAN.

STRIPPED DOWN Ross Rowland's C&O Greenbrier 4-8-4 614 was stripped down about as far as a steam locomotive could get in mid-July, but she contained a full new set of flues and new firebox. By August all of her drivers had been sent to the Southern's wheel lathe at Birmingham and were returned ready for service. Fire-up at Hagerstown is expected in early September, and Chessie is holding to its September 13 trip schedule as we go to press. It's gonna be close, folks.

CARS FOR N.J. TRANSIT Finally, in May 1980, New Jersey Transit (successor to N.J. Department of Transportation in the area of rail operations) placed an order for 57 new passenger cars for use on the former-CNJ Raritan Valley Line, replacing a decrepit but fascinating fleet of CNJ steam-era open-widow classics and a variety of second hand-streamlined coaches. The order consists of 44 coaches and 13 cab cars for use in push-pull service between Newark and Phillipsburg, N.J. The winning bid was submitted by Bombardier Limited of Canada. Budd was the only other bidder on the contract. The Bombardier cars will be similar to those built by Pullman Standard for the former-EL lines. Locomotives will provide electric hotel power for the cars, and they will be compatible with the EL cars but will have door traps for the CNJ-line high level platforms.

N.J. Transit officials are presently negotiating with EMD for ten F40 locomotives for the same service—EMD was the only bidder on the motive power. NJT hopes to have the first new trainsets in operation by December 1981—WALTER A. APPEL.

THE ADIRONDACK RAILWAY The unexpected "hit" of the 1980 railfan season has been New York's Adirondack Railway, which began service in October 1979. Operating regularly scheduled passenger trains from an Amtrak connection at Utica, 141 miles north to Lake Placid of Olympics fame, the Adirondack's trains have consisted of both open and closed steam-era heavyweights plus a beautiful full-service diner. The motive power is an Alco RS3 or rare RSC2. The railroad's future, however, is extremely uncertain, as it operates at the mercy of increasingly reluctant state and federal funding. While the line did run extensively this summer, there were also numerous periods when the railroad was shut down.

THE ROCK ISLAND When the EJ&E gave up its experimental operation of the Rock Island between Joliet and Peoria, Ill., (see "The 'Jock'," September 1980 RAILNEWS), the Chessie System opted to take over the RI main between Joliet and Bureau, with the Burlington Northern serving the industries on the south end of the Peoria branch. Chessie began operating the line under terms of an ICC service order on August 4, 1980. How does the Chessie get to Joliet? From Blue Island over the *RTA*!

THE *MISSISSIPPI ZEPHYR* Amtrak recreated a classic CB&Q *Zephyr* consist for a May 18, 1980, excursion for Chicago's Twentieth Century Railroad Club. Operated over the ICG's former-ICRR Iowa line from Chicago to Dubuque, Iowa, the seven-car train featured a pair of E-units and four domes, including dome-lounge-observation 9310 wearing a special tailsign.

COAL BOOMS As the recession takes its toll of railway merchandise traffic, coal shipments are holding up well. The much-publicized slump in auto sales has knocked transportation-related equipment shipments down, and forest products have fallen with housing starts. As merchandise fell off by double digits, coal jumped by substantial percentages on both eastern and western lines. Much of the increase in coal loadings has been for domestic power generating stations, as more of them switch away from oil and gas. Surprisingly, however, export shipments for steam coal are skyrocketing. During the first four months of 1980, steam coal exports were up seven-fold over the same period last year to 2.6 million tons.

A reflection of this foreign demand was a reported back-up of approximately 50 ships in the Newport News-Hampton Roads, Va., harbor awaiting loading by the Norfolk & Western and Chessie System. Chessie has increased demurrage charges on its cars to encourage better timing of shipments to meet vessels at the ports of Baltimore and Newport News.

In a related development, private companies in Japan and governments in Europe have proposed building a new major coal-exporting terminal on the U.S. East or Gulf Coast. The terminal would have a capacity of 50 million tons per year and cost from $700 million to $1 billion to build. The 21 member nations of the Paris-based International Energy Association are interested in using U.S. coal as a means of lessening their dependence on oil imports. The association estimates it will require 110 million tons of U.S. coal annually by 1990 and 330 million tons in 2000. By contrast, estimates of total U.S. coal production for 1980 are only 815 million tons.

One of the problems in increasing exports is the limited rail/tidewater port facilities. Many of the eastern dumping facilities were closed down and demolished when coal fell from favor following World War II. There is no doubt that King Coal is back on the rails and there may be a rebirth of some recently forgotten port facilities—WALTER A. APPEL.

THE ROCK ISLAND main line between Joliet and Bureau, Ill., was taken over under an ICC service order by the Chessie System on August 4, 1980, over two months after the EJ&E withdrew from the line. B&O Geep 6041 broke a banner reading "Chessie's glad to be of service" at Joliet as it began operations on August 4. Chessie gets to Joliet over RTA's ex-RI main line from Blue Island.

CHESSIE SYSTEM

P&W EXPANSION has required that New England's most agressive short line lease a Bangor & Aroostook GP38 until it can acquire another GP38-2 of its own. The Providence & Worcester's lone GP38-2 was teamed up with BAR 84 (**below**) at Valley Falls on July 10. The P&W has just acquired 30 miles of Conrail track between Plainfield and Groton, Conn., and has made no secret that it is after more.

TOM NELLIGAN

JOHN P. KILLORAN

HAL REISER

THE ADIRONDACK RAILWAY has attracted a lot of visiting railfans this summer. Their RSC2 (**above**) was powering Train 2 at Lake Placid on June 28.

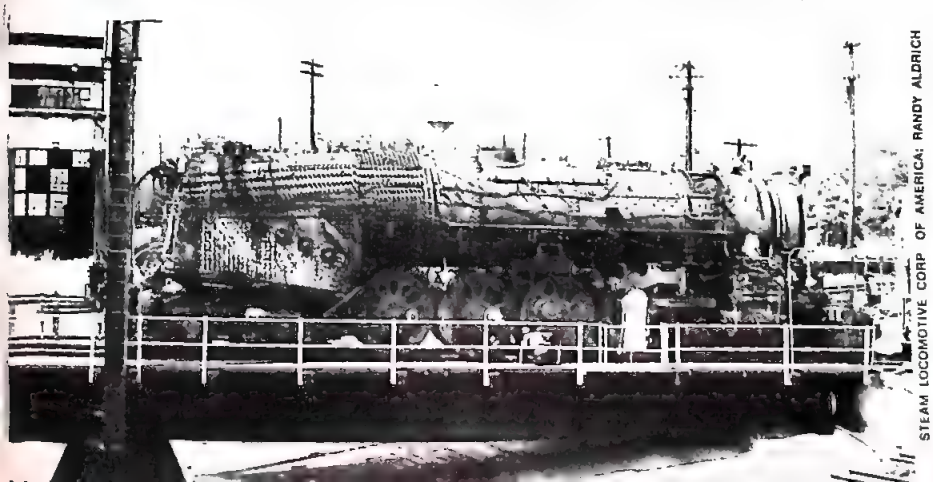
DALE CHRISTENSEN

L&N'S BIG ALCOS, many in Family Lines colors, have been put into storage (**above**) Corbin, Ky., along with U25Cs and SDP35s due to the downturn in business and new units.

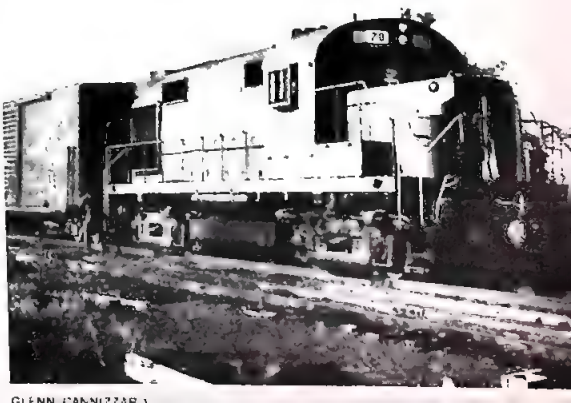
THE *MISSISSIPPI ZEPHYR* Amtrak domeliner trip was westbound at N. Riverside, Ill., on May 18, 1980.

STRIPPED DOWN about as far as it can get, Ross Rowland's C&O 4-8-4 614 rode the Hagerstown, Md., turntable on July 18 to reposition different drivers over the drop table.

THE GETTYSBURG RAILROAD recently acquired N&W ex-NKP RS36 2870, shown (**below**) on June 11.



STEAM LOCOMOTIVE CORP OF AMERICA; RANDY ALDRICH



GLENN CANNIZZARO

The Gator Line

The Arkansas & Louisiana Missouri is explored by a railfan artist. **by Bob Karsten**

ARTWORK AND PHOTOGRAPHY: BOB KARSTEN

A sparkling April sky hovers benignly over the duckweed and pennywort-blanketed waters of Bayou Desiard, a short distance from the quiet community of Fairbanks, Louisiana. Bald cypress, solemnly draped in Spanish moss, grow in great profusion throughout the bayou's basin, their swollen feet continually cooled by the stream's still waters. Their bright green needles, shimmering in the late morning sunlight, provide protective shade for the bayou's inhabitants from the heat of the oncoming summer. Cutting a wake through the light chartreuse mat of duckweed is the mossy gray, armor-plated form of a medium-sized alligator, lazily eying its surroundings.

Interrupting this pristine silence is a muffled rumbling from the south. As it gradually increases, the sound becomes recognizable as the chant of an EMD diesel and the drumming of wheels on steel rails. A short distance from the alligator, a dapper dark blue and silver SW9 appears from the thick woods and growls across a timber trestle pulling a good-sized train for the Arkansas & Louisiana Missouri Railway. It's a scene of 'gator meeting Gator, as the A&LM is affectionately known by its employees as "The Gator Line", or, simply, "The Gator".

The early years

Created in 1906, the railroad began its life as the Arkansas, Louisiana & Gulf, with the intention of operating between Pine Bluff, Arkansas, and the Gulf Coast, probably terminating somewhere near New Orleans. An immediate financial disaster, the line never reached beyond its initial 56.2 miles between Monroe, La., and Hamburg, Ark., With a 5.3-mile spur from Rolfe Junction to Crossett, Ark. For a time, however, it did extend to Monticello, Ark., on track leased from the Ashley, Drew & Northern.

In 1913, bankruptcy overtook the AL&G, a logical result of the line traversing rural country with no industry. New owners acquired the railroad and renamed it the Arkansas & Louisiana Midland. That didn't brighten the picture, though, and the struggling road was auctioned off at a foreclosure sale on August 2, 1920. The buyer was E. A. Frost, a St. Louis industrialist who owned "most of the woods around there" and a sawmill in nearby Huttig, Ark. Frost's Louisiana & Pine Bluff Railway operated three miles of track between his mill at Huttig and the Missouri Pacific at Dollar Junction, but he appears to have been quite a wheeler-dealer in the railroad business. He had upgraded a logging line between Huttig and Monroe and sold it to the Missouri Pacific, and he subsequently worked out a number of trackage rights agreements for his L&PB over various MoPac lines in the area.

With his acquisition of the A&LM, Mr. Frost changed its name to Arkansas & Louisiana Missouri, apparently honoring his home state while retaining the A&LM reporting marks. He enlarged the railroad by including in it about thirty miles of trackage rights over the MP between Bastrop and Dollar Junction through White and Felsenthal and operated it as an A&LM branch to connect with his L&PB and sawmill at Huttig.

Soon after Frost's takeover, the territory served by the A&LM began to open up with the discovery of huge natural gas fields around Spyker, La. On the heels of the gas bonanza came numerous carbon black plants which began to dot the countryside along the railroad. At the same time, a paper mill was built in Bastrop. That mill was soon purchased by International Paper, which then built a second mill in Bastrop. Between the paper mills and carbon black plants, the A&LM developed into a profitable little line Mr. Frost's rail empire took up an entire page in the January 1930 *Official Guide,* with the A&LM—the "Gas Field Line"—making up the most prominent component of the "Huttig, Mansfield & Nacogdoches Railroads", which included the L&PB, Nacogdoches & Southeastern and Mansfield Railway & Transportation Company.

Due to high taxation by the Huey Long regime, the carbon black plants began to disappear in the 1930s, but the A&LM continued to prosper on the timber-related industries. Also during this time, the A&LM got out of the passenger business, their service consisting of a daytime train each way between Monroe and Crossett. The A&LM passenger trains had used the Illinois Central's Vicksburg, Shreveport & Pacific passenger station in Monroe and the IC's passenger shop facilities in the yard off Desiard Street.

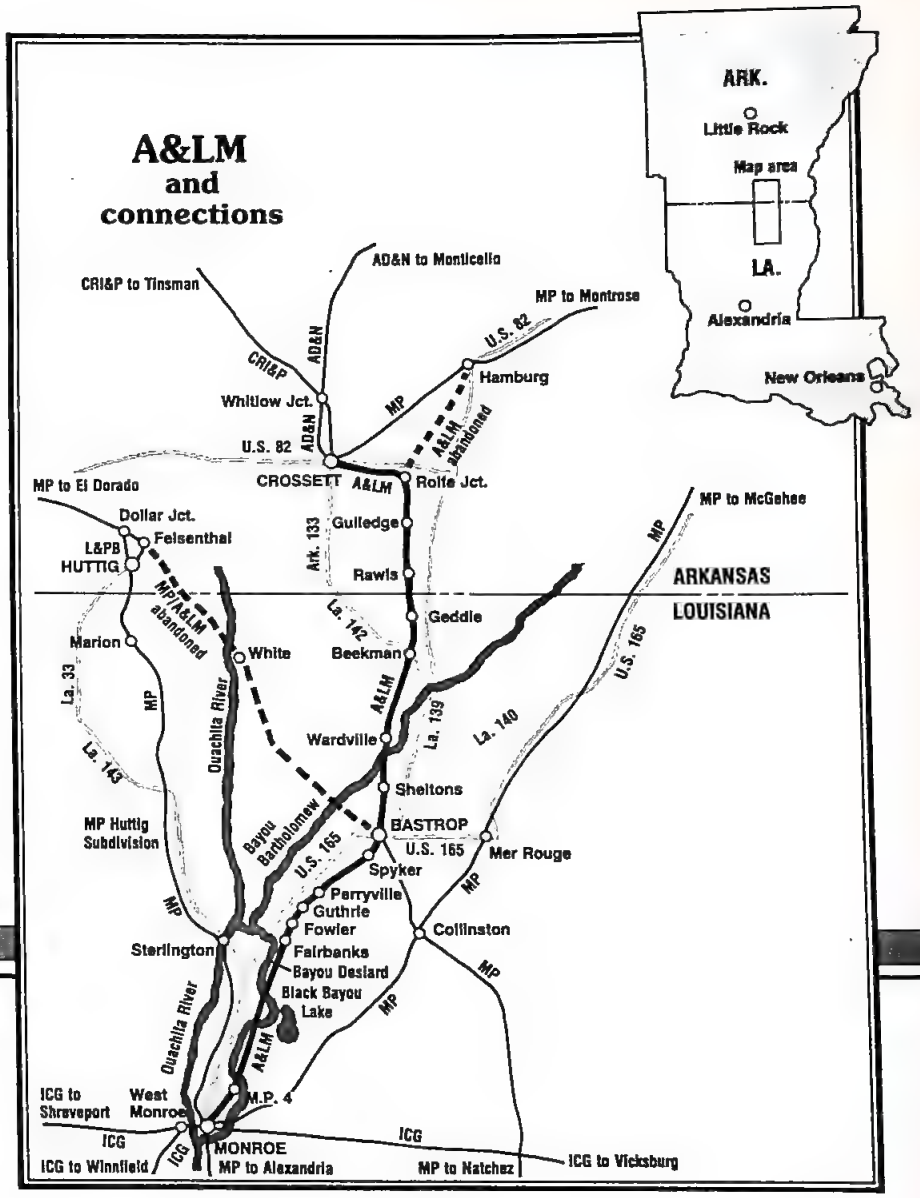
In 1952, Olin Industries acquired the Frost Lumber Co. holdings, including the A&LM. Soon afterwards, Olin merged with Mathieson Chemical Co., and the new company purchased a paper mill in West Monroe, La. In the early 1970s, the firm's wood products divisions—including the giant West Monroe mill—became known as Olinkraft Inc., and took over the A&LM as a wholly-owned subsidiary. The railroad presently owns 64 miles of track, including 52.124 miles of main line between Monroe and Crossett. The branch from Rolfe Junction to Hamburg was abandoned in the 1920s, and the trackage rights from Bastrop to Dollar Junction were dropped when the MoPac tore up the line in the mid-1960s.

Rails and bayous

Most of the line traverses bayou-laced bottoms and heavily-wooded country. Much of the woodlands along the railroad in Ouachita and Morehouse Parishes (counties) of Louisiana are owned by Olinkraft, while those in

Ashley County, Arkansas, are owned by Georgia-Pacific. The rails find themselves not only near many streams and bayous, but they also bridge many of them. (Incidentally, a bayou differs from a stream or creek in that a bayou has little or no flow or current; it could probably be described as a lake that looks like a stream.) In these waters can be found the American alligator. In the not-too-distant past, before the intensified encroachment of civilization, many of these ancient reptiles populated the area—so many, in fact, that during the steam era a brakeman was often positioned on the front of the locomotive and used a long pole to urge off any large 'gator found resting on the track. This was one of the reasons the A&LM picked up the nickname "The Gator Line", along with the fact that the initials of the original Arkansas, Louisiana & Gulf, "AL&G", almost appeared to spell "alligator".

This area of Louisiana is comprised mostly of the Mississippi River flood plain, bordered on the west by the Ouachita River (pronounced *Wash*-it-ah), and much of the flatland is used for growing cotton, soybeans and rice. Most of the thick woodland now occurs along the various streams, bayous and lakes, the trees being mainly hardwoods and cypress. Rising slightly from the flood plain is an island of terraces known as the Bastrop Hills.



The major stream encountered by the A&LM between Monroe and Bastrop is Bayou Desiard, which the railroad crosses four times. At Milepost 6.6 (Monroe is Milepost 0), the tracks separate a channel of Bayou Desiard and the waters of Black Bayou Lake—this cypress-studded area and the bottoms to the north are favorite spots for fishermen to find bream, crappie and bass. There are alligators here, too, and the trainmen usually get a daily glimpse of one large old-timer stained in greens and browns sunning himself on the bank of Stink Creek as the train rattles over the trestle between Perryville and Spyker. Other swampy areas traversed by the A&LM include the Chauvin bottoms and Chauvin Bayou north of Milepost 4, Calhoun Brake near Perryville and Bayou Bartholomew near Wardville. In the winter months, the vast flooded bottoms above Bastrop treat the railroaders to the sight of rafts of ducks relaxing on the surface of the shallow waters ("A beautiful sight, indeed," comments engineer Ken Berry).

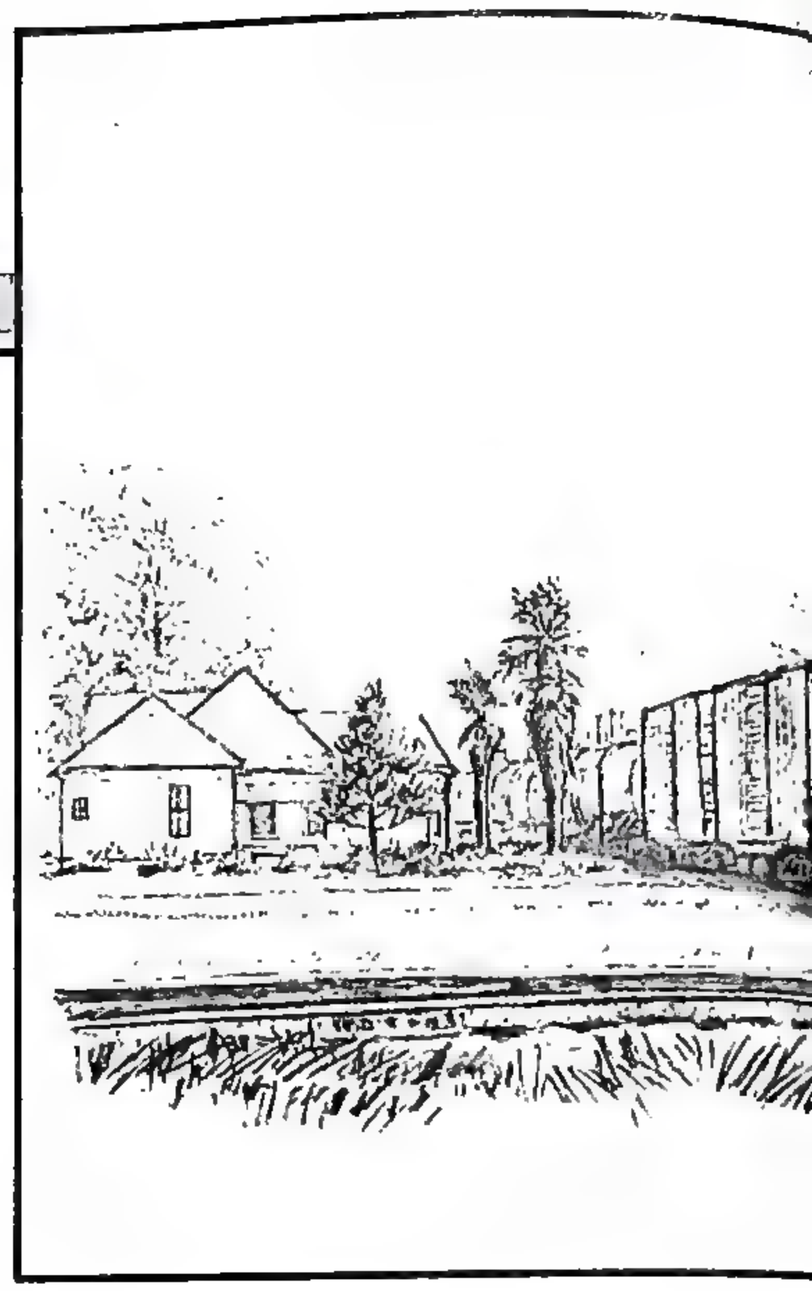
In Arkansas, the scenery is mainly woodland. Owned by Georgia-Pacific, the loblolly pine is of great importance for the pulp and paper industry. The woods in Arkansas are beautiful in the springtime, with their understory still populated by flowering dogwood. Georgia-Pacific has not yet periodically cleared their forest lands, and the dogwoods still flourish in some areas. At one time it was so extensive that A&LM Vice President-Operations Herman Wilson remembers traveling the railroad through the woods and seeing dogwood practically to the horizon—and seeing it easily, because the forest's trees were all large mature specimens which successfully kept other bushy growth from inhabiting the floor and obstructing the view. It was like looking at a carefully planned park, with large, tall trees and flowering dogwood growing under the resulting canopy.

Much of the land upon which the railroad is built consists of wet gumbo, sand and silt. Keeping the roadbed intact is a constant chore, but efforts in the 1940s and '50s to raise and ballast the roadbed and install creosoted ties has helped the railroad survive. The A&LM presently has 16-½ miles of 60-pound rail and a little bit of 80-pound, while the majority of the line is 90-pound. They've been working the 90-pound steel northward, and the light rail is now all north of Bastrop and is being replaced at a rate of about 4½ miles a year.

Motive power

The A&LM owns four EMD diesel switchers, all painted dark blue with silver trim and lettering. The paint scheme is a La Grange styling section classic with a detailed nose pattern and hood and frame stripes. The oldest unit is No. 10, an NW2 of 1949; followed by No. 11, a 1950 SW7. SW9s 12 and 14 were purchased in 1952 and 1953 respectively, but No. 12 is unique in having Flexicoil road trucks. None of the units are equipped for multiple-unit operation. Until 1978 the A&LM operated

The Gator Line



the 1.88 miles of the Louisiana & Pine Bluff at the former-Frost mill in Huttig (the MP now serves the mill directly). The Huttig trackage was operated with a GE 44-tonner (lettered A&LM 34) and an EMD SW600 (lettered L&PB 9). The A&LM 34 has since been sold to the Graysonia, Nashville & Ashdown in Arkansas, while L&PB 9 now works Olin's West Monroe paper mill along with ex-MP NW2 1017. Prior to bumping L&PB's GE 45-tonner No.35 out of Huttig in the early 1970s, SW600 No.9 had been at Olin's plant in Pasadena, Texas.

In 1973 and 1974 the A&LM replaced its handsome but aging wood cabooses with a pair of Illinois Central steel cabooses with their distinctive side window/doors. Like the engines, the cabooses are blue and silver. They are numbered 484 and 485.

Traffic and trains

Most of the A&LM's traffic originates and terminates in Bastrop, and its interchange connections are with the ICG and MP at Monroe, the MP at Bastrop, and the MP and Ashley, Drew & Northern at Crossett. Until its demise this past spring, the A&LM also interchanged with the Rock Island at Crossett.

The shops and headquarters of the A&LM are at Monroe, and three of the locomotives are kept there, with the fourth on switching duty at Bastrop. The railroad works a seven day week, with the unit at Bastrop covering both the 8:00 a.m. and 4:00 p.m. daily switch jobs. There is no "switch job" as such at Monroe, with that work performed by the road jobs which originate there.

The two road jobs work out of Monroe on Monday through Friday, one going all the way to Crossett and the other only to Bastrop. The 8:30 a.m. job is known as the "Bastrop Man", while the "Crossett Man" goes to work at 3:00 p.m.—although both trains are actually dispatched as extras. On weekends, a Crossett Man is called for 1:00 p.m. on Saturday, while a Bastrop Man goes on duty at 10:30 a.m. on Sunday. If there is heavy traffic developing on the weekend for Crossett, a Sunday Crossett Man may also be called.

Number 12, the SW9 with the Flexicoil trucks, is the regularly assigned power for the Crossett Man, while the other three are rotated between the Bastrop Man out of Monroe and the Bastrop switch jobs. One unit is always held in reserve at the Monroe shop. Every day except Saturday, the road job from Monroe swaps engines with the 8:00 a.m. Bastrop switch job, thus constantly rotating the units through the Monroe shop. Trains usually need about an hour to run from Monroe to Bastrop, while Monroe to Crossett is figured at two hours and 20 minutes plus time to Bastrop for set-outs and pick-ups.

Inbound commodities account for about 53% of the A&LM's traffic, with 21% overhead and about 26% outbound. Being a short line and surrounded by the ICG and MP, the A&LM must hustle for its business. "Robie" Roberson, A&LM's manager-pricing and divisions, proudly points out that his railroad is the only short line in the Southwest Territory which is a voting member of the Southwestern Freight Bureau, the rate-making bureau and tariff-publishing agent for all railroads of the Territory.

Olin's ownership of the line helps in securing traffic, as all the Olinkraft business at West Monroe originates on the ICG, and an A&LM routing must be specified by the customer. The A&LM participates in several well established rates and routings and provides heads-up service to keep its customers happy. A healthy supply of 350 modern boxcars available for loading keeps the A&LM on friendly terms with both its customers and competing rail neighbors.

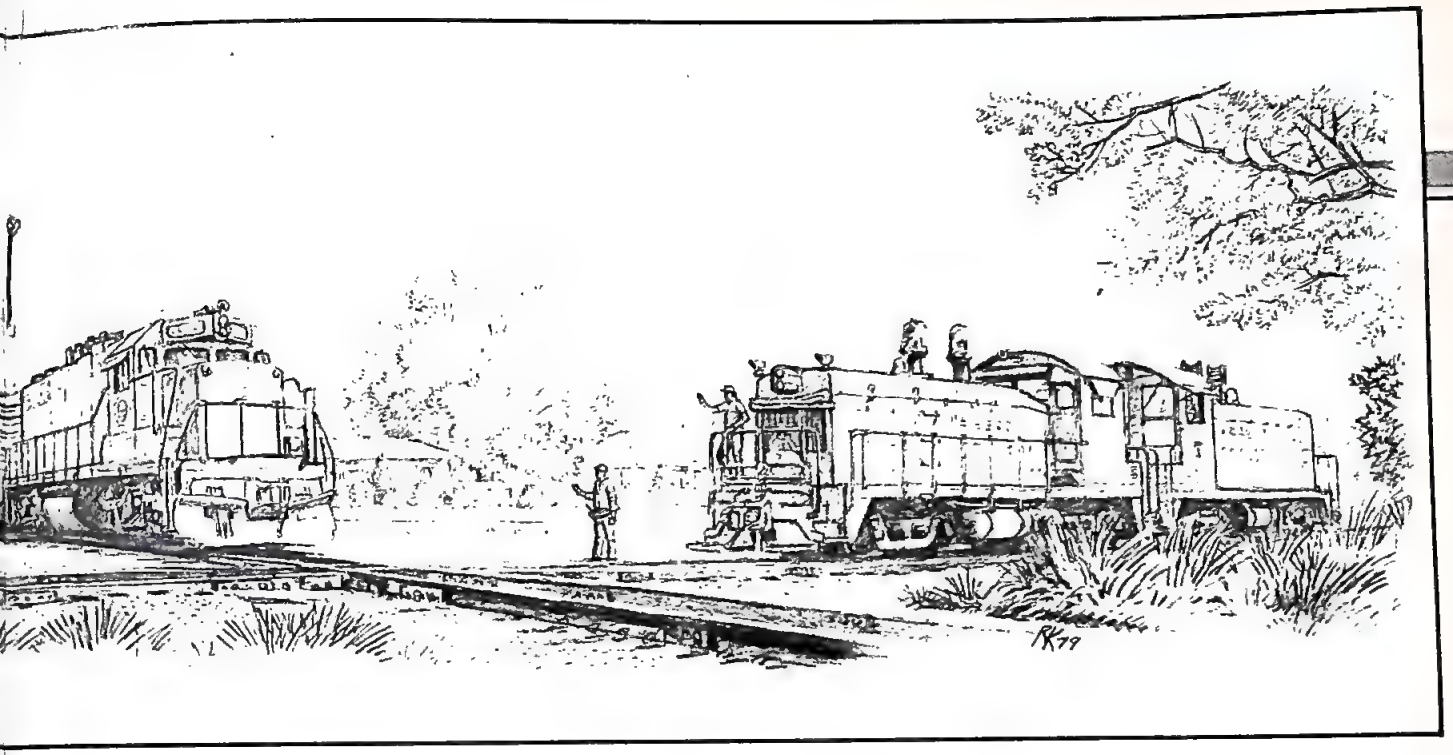
The Monroe office

The headquarters of the Gator is in a neat, white two-story building at the corner of 9th and Adams Streets in Monroe, near the ICG yard—the A&LM trains do a bit of street running through here down the middle of Adams Street. I doubt you'll find a more friendly or hospitable railroad office anywhere.

Manning the front office is Monroe agent Riley Lafoon, with the aid of relief man Jack Langston and clerk Herman Cox. Riley, with 26 years of service on the railroad so far, has one of the A&LM's old wooden cabooses, ex-Mo-Pac former 482, sitting on rails in his own back yard. Being an active member of the National Coon Hunters Association, he enjoys holding his organization's meetings in the comfortable quarters of his unique clubhouse.

President of the A&LM is J.W. Keller, who works from his office on the second floor. Mr. Keller came up through the ranks, starting out as a clerk in Bastrop, which at that time was referred to on the A&LM as "The Academy". Also on the second floor are the offices of Travis Davis, vice president-traffic; "Robie" Roberson, manager-pricing & divisions; and Lawrence Bennett, secretary-treasurer/general auditor.

HERMAN WILSON, A&LM's vice president-operations, holds an HO model of 4-6-0 No. 1.



THE BASTROP MAN, with NW2 10, is shoving Olinkraft's ex-MoPac NW2 1017 to the ICG for delivery to West Monroe after some wheel work at the A&LM shop. With brakeman Willie Jones on the ground and Levi Williams on the Olin NW2, they pause at the four-way stop crossing with the MoPac's El Dorado-Monroe Huttig Subdivision as MoPac's freight 789 rambles southward across Breard Street and the A&LM tracks with GP38-2 2081. This crossing is between the A&LM shops and downtown Monroe.

Back on the first floor is the office of Herman Wilson, vice president-operations, who also began as a clerk in 1946, but unlike President Keller and some of the others, in Monroe rather than Bastrop. From the clerk's job, he went to work at almost every job on the railroad from engineer to road-master—he remembers being "thrilled" when given a motor car and told to do the roadmaster's duties.

An ardent railfan, Herman staunchly supports his railroad and lovingly knows every inch of it. At one time he was an active modeler and even operated a toy and model train fix-it shop in Monroe. At present, however, a few HO and N gauge models in his office are the evidence of his hobby. Included in the models are an HO version of one of the road's 60-foot boxcars and one of Pacific Fast Mail's famous HO brass A&LM 4-6-0's (President Keller has one, too). Herman's model carrys the number 1, honoring the engine he started firing on and his sentimental favorite (he has the bell off the real No.1 at home). Like Riley Lafoon, Herman has one of the Gator's wood cabooses in his yard, but this ex-Cotton Belt drovers caboose from the A&LM work train is off its trucks.

IN THE MIDDLE OF ADAMS STREET, SW9 14 has just pulled his interchange cars off the ICG and is tying onto his caboose left next to the office at 9th and Adams. This Bastrop Man will then pull up to the Monroe shops to make up his northbound train.

The Bastrop Man

Wednesday, 8:15 a.m. It'll be another humid, hot April day in Monroe. The calendar says it's springtime, but it already feels more like summer. A blue Ford highrail-equipped pickup truck pulls up to the A&LM shops near Breard Street and Louisville Avenue. Herman Wilson is there to see Karl Buelow, the master mechanic. Wilson's mission: to pick up a bouquet of roses for the girls down at the office from Buelow, who grows the flowers as a hobby and always sees that there's a fresh supply during rose season.

Outside the five-stall roundhouse idles SW9 No. 14 and caboose 485 for the Bastrop Man. Inside are No. 12 for this afternoon's Crossett Man and No. 11, today's reserve unit. As shop man Wesley Moore gives No. 14 a last-minute inspection, the Bastrop Man's crew arrives at 8:25. The men are all regulars

The Gator Line

on this job: engineer Kenneth Berry, fireman Jim McManus and brakemen Billy Jones and Levi Williams. Conductor Saucier is beginning his day at the office down at 9th and Adams and will join his crew when they bring the engine down to pick up the ICG interchange cars.

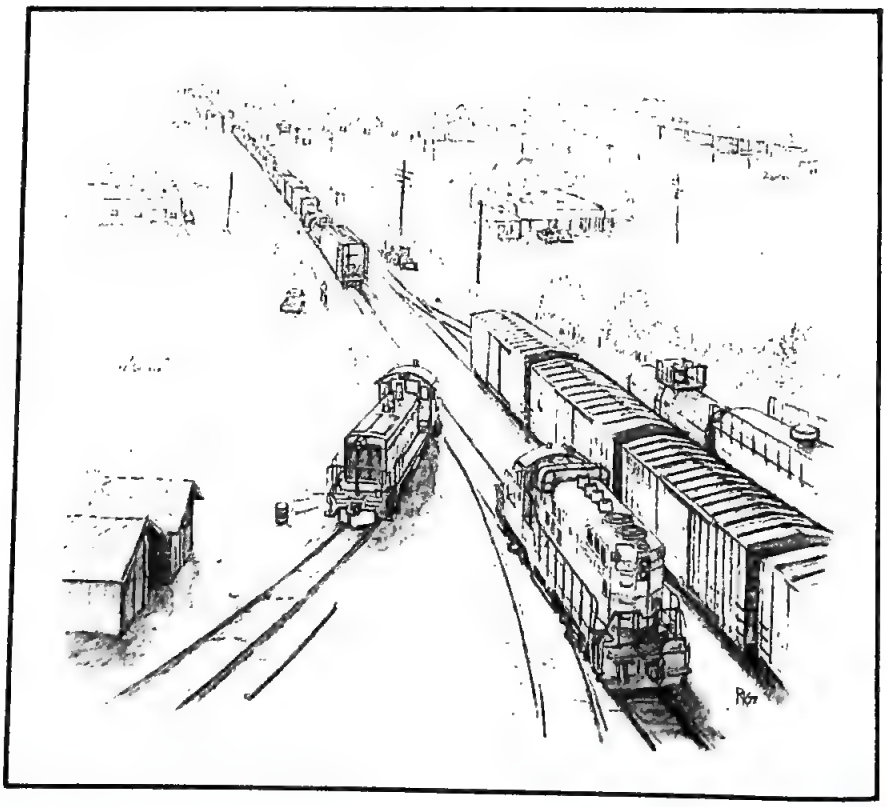
Ken Berry, a highly capable engineer with 18 years on the railroad, is bringing his usual thermos of Folgers coffee, while young brakeman Billy Jones is in command of a box of doughnuts. Jim McManus is the road's only fireman and works this job when he's not needed elsewhere as an extra engineer. Veteran brakeman Levi Williams has known Herman Wilson from the days when the boys would visit Levi's grandfather, Dow Davis, several miles north in Fairbanks. "Uncle Dow", as he was known to children, rode a gas meter route on horseback around the Fairbanks area.

Conductor Willie Alvin Saucier started railroading at the Olinkraft mill in West Monroe in 1956 and learned to fire on the plant's last steam switcher, a 1927 Baldwin 2-6-2. That engine, No. 3, now resides in Monroe's Bernstein Park and is lettered A&LM. After almost seven years at Olinkraft, Willie moved over to the A&LM. Although regarded as an excellent switchman, Willie's true fame on the railroad rests on his cooking abilities.

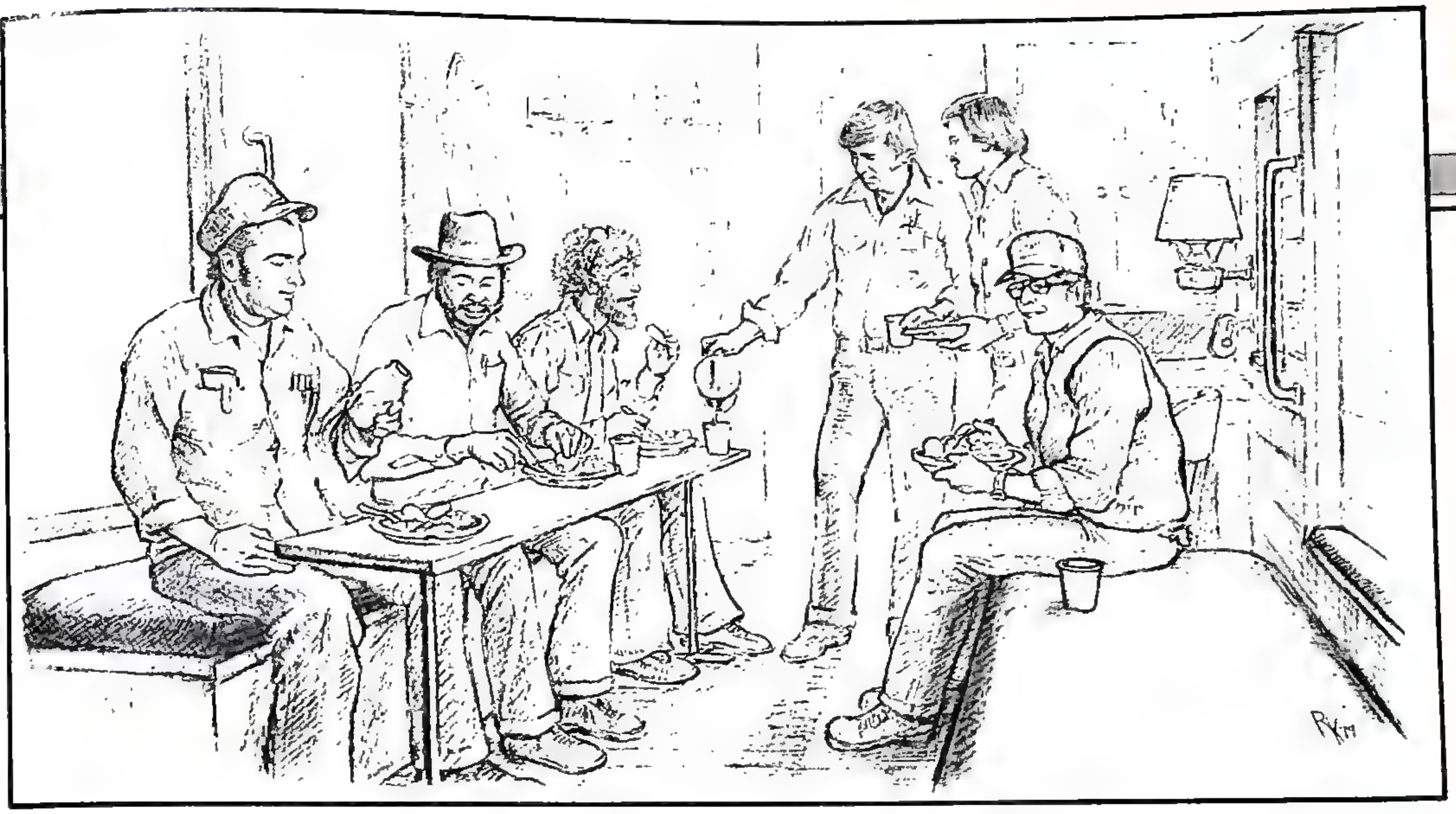
Willie's grandfather came as a boy from France and settled in Gulfport, Miss. Willie learned to cook from his mother while still a small boy, and, true to his French heritage, loves doing it to this day. He tries to cook up a meal for his crew—and other railroaders—at least once a week on the Coleman stove in his regular caboose, the 485. This explains the sign the crew put inside the 485, proclaiming it to be the "Hoboe's Kitchen". The crew members chip in with supplies, which often include fish and other game such as venison, and the cooking preparations begin when the caboose is left alongside the office while the grew goes down to pull the ICG interchange. Everything's usually ready by the time they arrive in Bastrop around noon. Engineer Berry says that Willie's cooking has made him improve his running style—he sure wouldn't want to spill the boss's gravy!

Whenever possible, Willie's big meals are reserved for times when a work extra is called instead of the regular Bastrop job, and his efforts have been known to help in business relations. Some time ago, for instance, VP Wilson surprised Ron Haak, a representative of Mid-West Steel of Granite City, Ill., who was buying some scrap rail from the A&LM, by asking him to join the crew for one of Willie's "potluck dinners" in the caboose. He could hardly believe the feast spread out before him: roast venison, rice and gravy, candied carrots, boiled corn, peas and okra, hot rolls, peach cobbler and iced tea—with, of course, the usual side dish of sliced onions and pickles!

The Bastrop Man's day begins with a caboose hop from the shops to the office. This includes a four-way stop protecting the crossing with the MoPac's Huttig Subdivision, and an encounter with the MP's tri-weekly Huttig job (789 south and 790 north) is not uncommon. Reaching the office, the caboose is left on the main line, and after getting their paperwork the crew takes the 14 down to the ICG yard to get their interchange cars. The A&LM presently uses the old IC rip track as an interchange track and entrance to the IC yard. The ICG tries to have the interchange cars spotted on the rip by 9:00 a.m., but on this particular morning ICG yardmaster Wayne Eastman has his hands full and the interchange will be a little late. The A&LM crew pulls down the rip and stops near the ICG main line to await the switcher with their cars. About 9:00, a westbound extra passes by with two orange and white units, GP38-2 9621 (wearing the name STUYVESANT FISH) and GP40 3019. Two more ICG units are idling nearby in the service area, Paducah GP10 8178 and low-nosed black GP18 9416. The westbound extra's caboose comes to a stop still afoul of the main, and to the east two blue



AT THE EAST END of the ICG's Monroe yard, the Bastrop Man's SW9 14 backs onto the ICG main to pick up the cars delivered by Paducah Geep 8393. The A&LM's pick-up is fouling the crossing in the background of the MoPac's Louisiana Division main line.

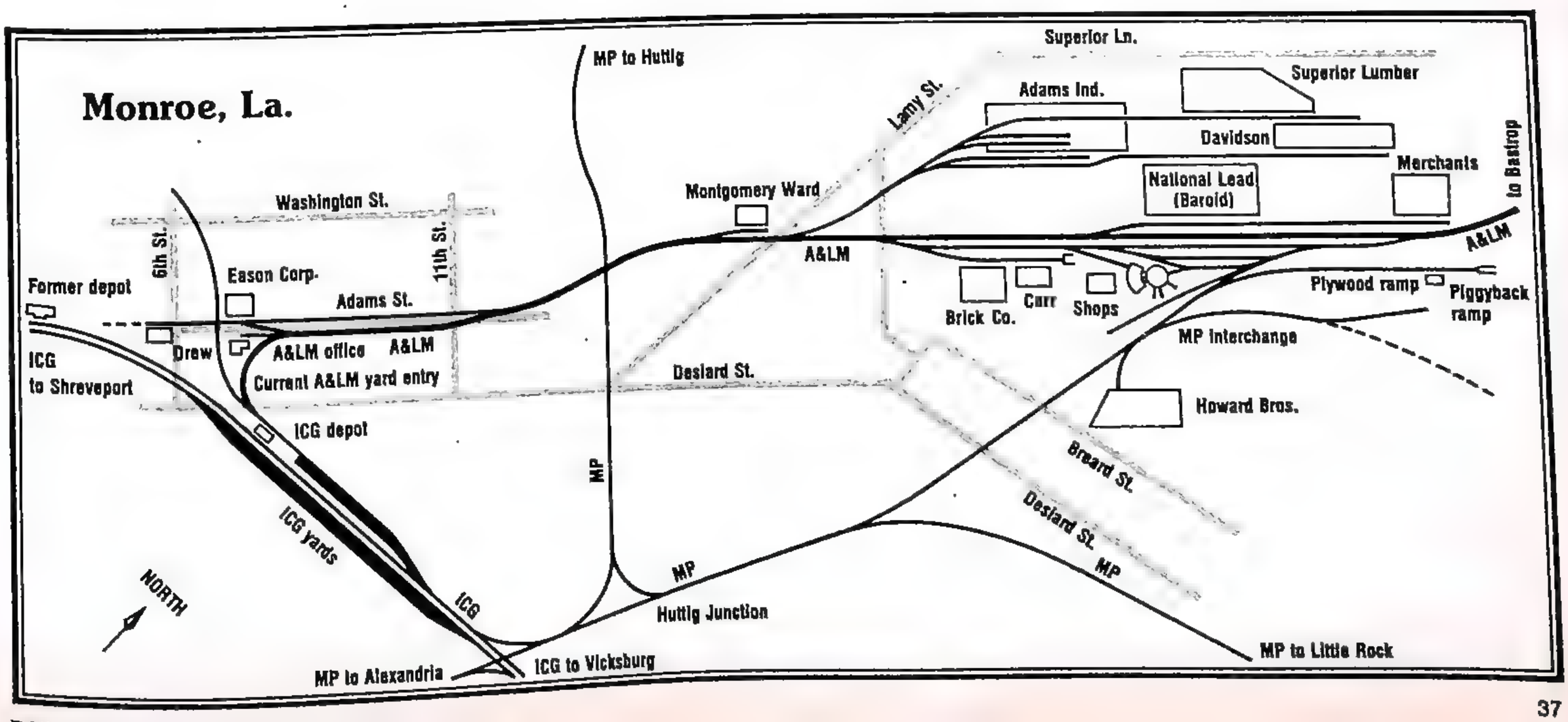


INSIDE CABOOSE 485, conductor Willie Saucier has prepared a "squirrel feast" in October 1979 from meat he shot himself on the opening day of squirrel season. The mid-day meal at Bastrop is prepared jambalaya-style with carrots, rice, sweet potatoes, purple-hulled peas, cornbread, custard pudding and iced tea. Seated from left to right are engineer Ken Berry, rear brakeman Levi Williams and head brakeman Ricky Butler. That's Willie, himself, pouring the tea, with fireman Jim McManus standing beside him. Seated at right is brakeman Billy Jones off the 8:00 a.m. Bastrop Switcher, joining the road crew for lunch.

SD40-2's roll northward on a Missouri Pacific freight with a yellow UP caboose bringing up the rear. It can be a little busy in Monroe in the morning.

The extra's caboose is westbound again with a lurch, and as soon as it is clear another Paducah GP10, 8393, shows up with engine foreman Jake Perot's morning switch job and about 26 cars for the A&LM. The ICG unit cuts off, and the No. 14 ties on and shortly has the consist rolling up the rip track toward the A&LM office.

This morning's cut of cars off the ICG contains loaded pulpwood racks, chip hoppers, boxcars, a covered hopper and a handful of tank cars. The pulpwood racks, all destined for the International Paper mill in Bastrop, bear the reporting marks of the IC, GM&O, ICG, Mississippi & Skuna Valley and Atlanta & St. Andrews Bay. The ASAB loads were probably originally destined for another IP mill in Panama City, Florida, or one in Mississippi but are being diverted to Bastrop to help replenish the dwindling supply of wood and chips there. At other times, KCS pulpwood racks are seen en route to Bastrop. The chip hoppers are IC and ICG, some off the ICG's Winnfield District—the old Tremont & Gulf—which served an Olin chip mill in Winnfield, La.



The Gator Line

The empty boxcars are for paper loading (a 60-foot A&LM and 50-foot MP, ICG and Evergreen) plus a couple of Ashley, Drew & Northerns for Crossett, and a Southern 50-footer of brick for the Louisiana Brick Co., a distributor located next to the A&LM Monroe shop. The three tank cars include two black GATX (one with caustic soda for IP and one with wax for Georgia-Pacific) and a green and white empty Georgia Kaolin car which had delivered clay for paper coating to Olinkraft and is now headed back for Georgia via A&LM, MP and Southern.

After picking up the caboose at the office, the Bastrop Man takes its entire consist to the shop area for some switching, perhaps pulling some interchange off the MoPac connection just east of the shop. Conductor Saucier has been informed that the carload of brick cannot be spotted this morning on the Carr Supply track, since the brick distributor has not yet finished unloading a 50-foot CAGY (Columbus & Greenville) box. Consequently, the SR box will remain in today's northbound consist to be returned and, hopefully, spotted this afternoon.

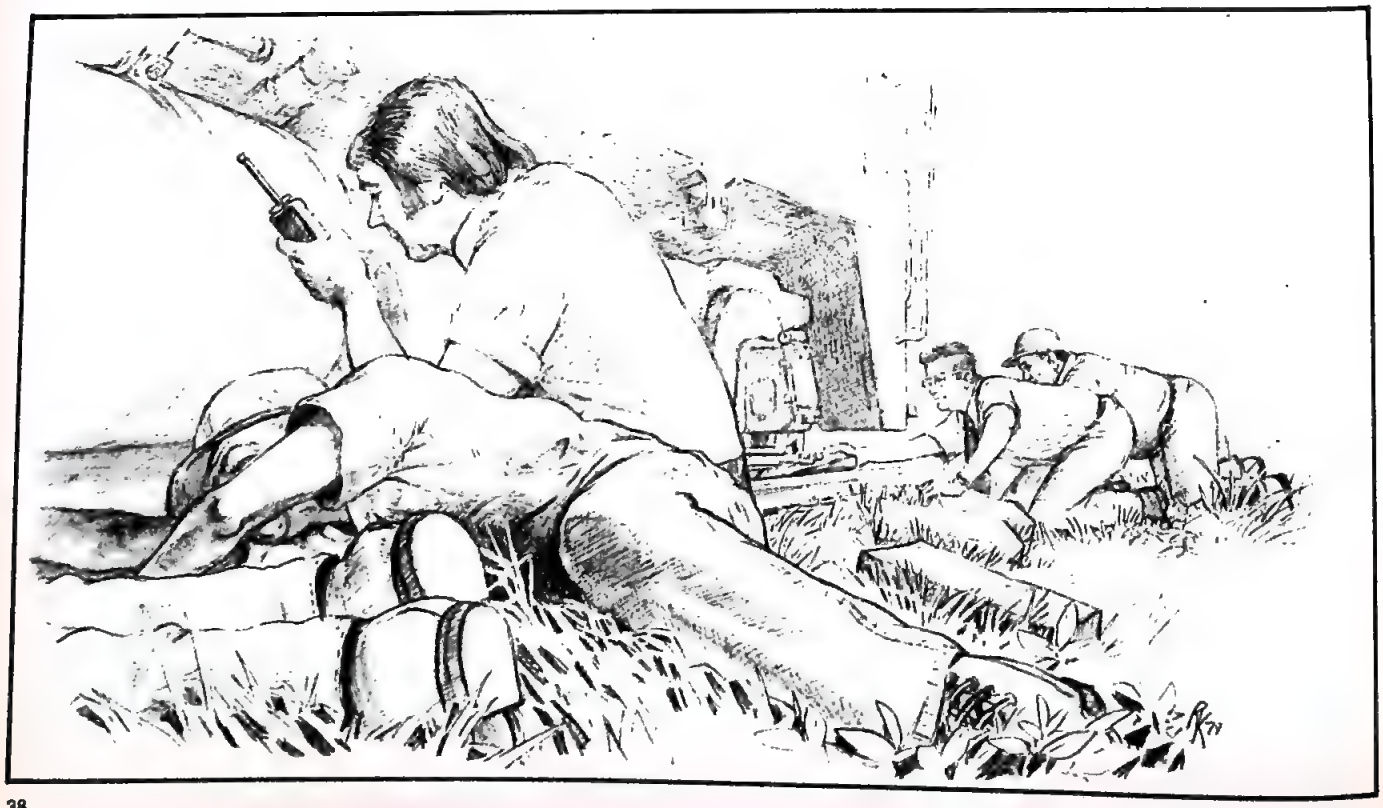
Eyeing a covered hopper on the south end of the caboose track, Saucier calls brakeman Billy Jones on the radio, instructing him to "go over there and pick that up; we might as well go up to the fertilizer plant to start out with." That hopper had been left by yesterday's returning Crossett Man for Saucier's crew to handle in the morning. Two fertilizer plants, W.R. Grace's AgChem South Central and the Ouachita Fertilizer Company, are located just north of town at Milepost 4, and since they often have early shipments going out, the crew tries to get to them as soon as possible in the morning.

With that PTLX covered hopper from the caboose track in tow, they head out of town, pausing at the spur alongside Tri-J Warehouse to add four loaded Santa Fe covered hoppers for delivery to the fertilizer plants. Arriving at Milepost 4, the AT&SF hoppers are cut off on the main beside the Ritchie track. (The Ritchie track is a siding on the east side of the main serving the Ritchie Grocery warehouse which receives inbound boxcar loads of flour, feed and canned goods.) Being free of cars today, the Ritchie track is used for a runaround.

Taking the PTLX hopper north on the main, the 14 stops on the other side of the fertilizer plants at a spur holding an MP gon loaded with green dome-shaped plastic tanks. The tanks, used by farmers to haul nitrogen fertilizer to fields for application, are manufactured by the Poly Processing Company (a subsidiary of Ouachita Fertilizer) just north of the Ritchie warehouse. The gon is set over onto the main and the PTLX hopper is spotted on the spur.

In order to set out the AT&SF hoppers on the Ouachita track serving the two

ON THE GROUND on the Ritchie Track at Milepost 4, the Bastrop Man's SW9 14 is being rerailed. Conductor Willie Saucier will use the radio to have engineer Berry move the unit when the timbers are in place. Vice President-Operations Herman Wilson and shopman Tommy Dupree are at right, with brakeman Billy Jones' legs and shopman Wesley Moore in the foreground.



AT THE BASTROP DEPOT, NW2 10 off the 8:00 a.m. Bastrop Switcher idles as the Bastrop Man road job from Monroe arrives with SW7 11. The two jobs will swap units, and the 10 will return to Monroe for servicing, while the 11 will work the Bastrop Switchers.

fertilizer plants, Ken has to ease his 14 down the Ritchie track to run around the cars. About three-quarters of the way down the siding, the engine lurches slightly, then—*bump, thump*! "Bingo! I believe we hit the ground," Ken announces as the SW9 comes to an abrupt stop in a section of wet gumbo. In the unstable soil, the track can dip and bounce, initiating derailments like this one.

All four wheels on the right side slid off the rail, but Berry observes, "As long as the wheels are close to the rail, it's not bad. But when they get cross-wise under there, with one wheel on one side and one on the other, then you've got problems." He uses the radio to call VP-Ops Wilson and apprise him of the situation. Within a few minutes the vice president and Wesley Moore and Tommie Dupree from the shop force arrive in a pickup loaded with short, thick wooden planks. Being one to feel right at home in the field—he gets personally involved in all derailments and is also responsible for designing and installing new sections of track, switches etc.—Wilson rolls up his sleeves and gets to work. With Ken remaining at the throttle, the men begin shoving the planks up against the wheels. With hand signals from Wilson, Willie relays the information to Ken, who then urges the 14 slowly forward and up on the planks. As the heavy pieces of wood become crushed under the wheels, more are added. When a bit of lubrication is needed, Wilson reaches for some leaves from a trackside bush and places them under the wheels, letting nature do the job. In less than 20 minutes all wheels are back on the iron.

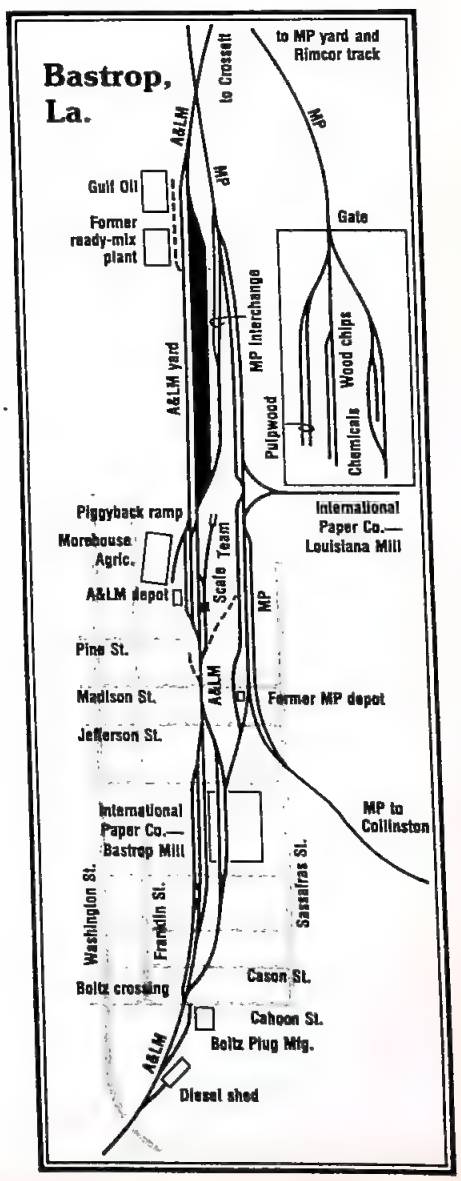
Resuming their switching chores, the crew pulls the Ouachita track of four empties—two covered hoppers and two chemical tanks—and spots the four Santa Fes for unloading. Both plants receive mainly fertilizer solution from south Texas and Mississippi and potash from New Mexico. With their switching completed, the 14 ties onto the four empties and the MP gon of plastic tanks and heads back for the shops, passing abundant—and fragrant—stands of honeysuckle.

While the crew was working the fertilizer plants and rerailing the locomotive, the MoPac's daylight industry job had delivered a cut of cars to the interchange track near the shops. Although this business can amount to up to 30 cars, today's tally is five: two boxcars and three covered hoppers, all headed for Bastrop except for one covered hopper of plastic pellets for Adams Industries. Adams manufactures plastic coated packaging and plastic bags, and, in addition to receiving covered hoppers of pellets, occasionally ships out carloads of finished products.

The switching in town is minimal today, with only the plastic car to be spotted along with a carload of Barite drilling mud from Wyoming for National Lead's Baroid Oil Field Services just across from the roundhouse. The mud is in a 40-foot Rock Island box left on the caboose track by last night's Crossett Man. There are a few other businesses served by the A&LM in Monroe, but none of them have work today.

With a round of Cokes from a vending machine, the crew has its 30-car train in order for the run to Bastrop, and Extra 14 North is on the move out of Monroe right at noon. Brakeman Levi Williams gives the train a roll-by inspection before swinging aboard the caboose to join conductor Saucier. Things have been a bit busy today, and the conductor has resisted the crew's chidings to do something with that frozen chicken he's got stashed in the caboose's ice box. It's being saved to become chicken jambalaya for the work train which is planned for two days from now when the Bastrop Man's crew will work the Habco weed spray train. Today's chicken lunch will be of the Colonel Sanders variety at Bastrop.

The 23 miles to Bastrop is covered uneventfully on the well kept track.



RETURNING TO THE SHOPS in Monroe, the Bastrop Man has NW2 10 running cab-first. On the roundhouse lead stand SW9 12 and caboose 484, which are about to go to work on the Crossett Man. Both jobs usually work together briefly in Monroe.

Since most of the line is over flat or swampy country, the one unit can handle up to about forty loads. Outward from the right-of-way stretch huge fields being readied for this year's crops of cotton and soybeans. In the marshy bayous, blossoms of the white spider lilly greet the railroaders, while the more retiring red-eared turtles plop into the water from their sunning logs at the first sight of the approaching train.

Numerous gas plants still dot the area, including the Mid-Lousiana Gas Company at Fowler and Southern Natural Gas at Perryville. A carload of agricultural limestone may be set out at Fairbanks from time to time for the area farmers. On a portion of the passing track at Spyker, Allied Chemical stores inbound jumbo tank cars of liquified petrolium gas which come off the ICG.

Arriving in Bastrop about an hour after leaving Monroe, the train first passes the road's old diesel shed and then crosses Cahoon Street, known to Gator crews as "Boltz Crossing". In the past, the nearby Boltz Plug Manufacturing Co. received wood off the A&LM for the manufacture of wooden plugs, or spools, used in plugging the ends of rolls of paper being prepared for shipment. Nowadays, the wood comes in by truck.

Just north of Boltz Crossing is International Paper's Bastrop Mill, the older and smaller of the two IP mills in town. The A&LM serves the Bastrop Mill directly, while the bigger and newer Louisiana Mill is served by the MoPac. The A&LM handles cars for both mills, however, including such raw materials as pulpwood, liquid soda ash (or soda waste, some from Wyandotte Chemical in their distinctive green tank cars), caustic soda, chlorine and salt cake. The Louisiana Mill receives soft pulpwood and wood chips, while the Bastrop Mill uses only hard pulpwood. Outbound paper from both mills provides good revenue for the A&LM.

As Willie Saucier's train clears the Bastrop Mill complex, he passes NW2 No.10 working the Bastrop 8:00 O'clock Switcher with conductor Joseph Cox, engineer Roy Weber and brakemen Garbell Jackson and Gary Womack (the latter is an extra man filling in for regular Ricky Butler). The switcher has just set out three 50-foot MoPac boxcars on mill tracks BM5 and BM5A for paper loading. Switcher 10 follows the road job northward through town to the depot between Pine and Cypress Streets. Willie drops off his caboose at the depot, while the train is pulled into the yard and the diesel cut off and returned to the depot.

Inside, Willie is greeted by agent Calvin Pamplin, yard clerk Don Higginbottom and billing clerk Randy Hale. Outside, his crew removes all of their belongings from the cab of No. 14—including the folding lawn chair used by the head brakeman. In a short while they will swap engines with the Bastrop switch crew, but for now they retreat to the air conditioned crew room for lunch—the engineer and fireman make the trip to the nearby Kentucky Fried Chicken to pick up lunch for the whole crew. Meanwhile, out in the yard, Joe Cox's Bastrop switch job begins breaking up the train from Monroe and lining up the southbound one.

While the two International Paper mills provide the lion's share of the business in Bastrop, a number of other facilities are also served by the A&LM. The Consolidated Chemical Industries plant of Stauffer Chemical is located north of the yard between the A&LM and MoPac mains and receives bauxite ore from Alcoa mines in Bauxite, Ark., plus sulphuric acid, and ships out aluminum sulfate (alum). Morehouse Agricultural Supply, adjacent to the yard, and Bastrop Feed & Seed receive hopper loads of feed out of Shreveport, while two local building supply companies, Turpin and Randle, receive lumber, insulation and plywood on the team track. Today, for instance, a green DW&P bulkhead flat is on the house track near the depot with a load of plywood for Randle Building Supply, who will send a couple of men over with a forklift to unload it.

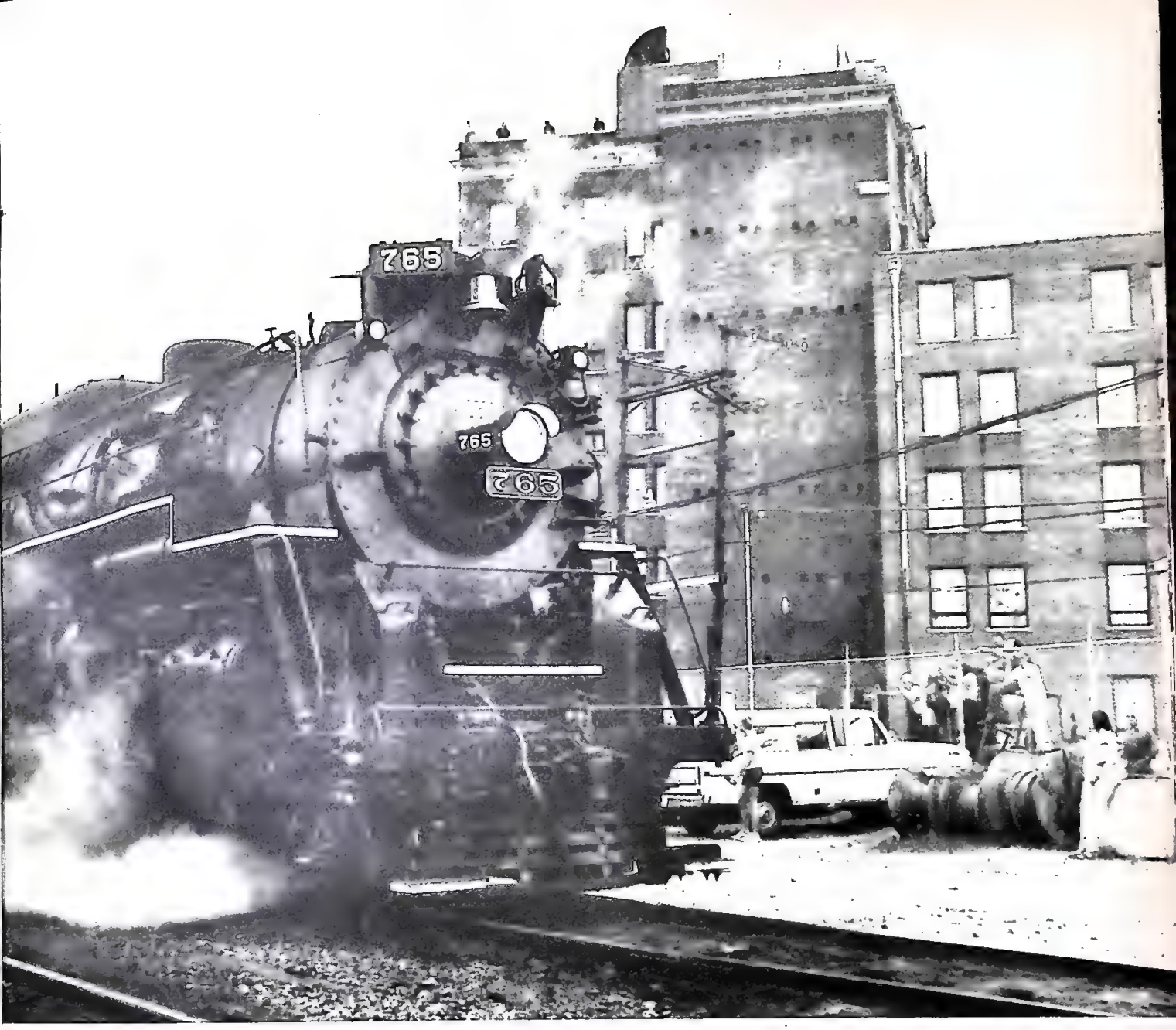
The southbound Bastrop Man will have 21 cars today: 19 will be interchanged to the MoPac at Monroe, including three empty soda waste tanks from the Louisiana Mill and numerous loaded A&LM, MoPac and Peninsula Terminal boxcars. The other two cars are the Southern boxcar of brick being backhauled to Monroe for spotting and a Conrail gondola loaded with pipe to be set out at the Mid-Louisiana Gas Co. at Fowler.

The Bastrop switch crew is now using No.14, and Willie's crew boards No.10 about 1:45 p.m. to pick up their train in the yard. Fireman Jim McManus relieves Ken Berry at the throttle of the NW2, with the diesel running with its cab in front. Willie grabs his caboose as it rolls by the depot and informs the engineer that he has orders from Riley Lafoon in Monroe for his Extra 10 South to meet Extra 12 North, the Crossett Man, at the shops in Monroe.

As the Bastrop Man is leaving town, the MoPac daytime switch job is shoving a cut of cars (empty ICG chip hoppers, plus a variety of tanks and boxcars) onto the A&LM interchange northeast of the depot with GP7 1667. MoPac conductor L.M. Welch has been busy most of the day working the IP Louisiana Mill; the $1 million-a-month business from the mill keeps the office of MP agent Joe Bubnick quite busy. The MoPac works four daily jobs in Bastrop, one switcher working three shifts for around-the-clock mill service plus the 9:00 a.m. traveling switch engine. The traveling job begins its day by lining up the north cars for McGehee and Little Rock and taking them the 6.8 miles southeast to the main line at Collinston (he left today at 12:45 p.m. using GP38-2 2131), where he drops them off in the yard and returns with any cars bound for Bastrop. Additionally, a Bastrop Turn out of Monroe arrives daily sometime in late afternoon—today's Turn will bring in 91 cars.

To be continued

We'll complete our coverage of the Arkansas & Louisiana Missouri in the January 1981 issue as we follow the "Crossett Man".



J.J. YOUNG JR.

A SCOWLING SKY moves across Allen County, Ohio, threatening to drench the city of Lima with a late July cloudburst. A six-story office building dominates a long row of factory-style architecture housing a manufacturer of heavy industrial machinery. Nearly every floor in the office building has opened windows filled with expectant faces. Down at the factory level, workmen are coming out of doorways on the north side and moving toward the fence paralleling the Norfolk & Western's former-Nickel Plate trackage through town. The noon whistle blows, but few of the people seem disposed to go to lunch.

Seconds tick away into minutes, and minutes into a quarter hour. Muted, expectant murmuring comes from the crowd. Then, far away at first but getting closer rapidly, two locomotive whistles drift across town. To many in this factory complex, one of those whistles is the voice of a familiar friend, for this is the Lima Locomotive Works, and that whistle is on an NKP 2-8-4 that was built here in August 1944. Aiding and abetting the home-town NKP whistle is a hooter from an N&W Y6 2-8-8-2, although there is only one locomotive approaching. Obvious pride shows on the faces of many of the older workers in the crowd as Berkshire 765 swings into view on the curve to the north and comes stridently whistling but softly walking through the assembled throng to pull alongside a waiting fire truck to have its 22,000-gallon tender snorkeled full of water before resuming its westward journey. Behind the riveted tank are two N&W blackberrys and a green Southern FP7 on a dandy assortment of 22 passenger cars. The Roanoke NRHS Chapter *Independence Limited* is en route home from the 1980 national convention in Toronto.

One Lima Works veteran at fenceside as 765 steams in sums it all up in a brief gesture. Taking off his grimy cap, he takes a swat at the other old timer standing next to him and says, "Take off yer hat, you old s.o.b.—we don't make 'em like *that* any more—J.J. YOUNG JR.

Photo Line

THE LACKAWANNA RAILROAD came back into being for a unique one-day excursion on July 20, 1980, over the former-DL&W commuter lines now operated by New Jersey Transit. Sponsored by the newly-formed Jersey Central Chapter NRHS, the trip used four ex-CNJ RDC cars relettered LACKAWANNA for the day using white and chrome contact paper and carefully silk-screened heralds and DL&W lettering. (Ironically, the DL&W never had any RDCs.) The brilliant red heralds on white ends were an impressive sight, and the rework looked like an actual paint job even upon close examination. Incidentally, the Budd 559 on the west end was former NYS&W M-2.

The trip departed Hoboken Terminal and ran via the electrified Morristown line to Netcong, with a photo stop at Madison and a runby at Port Morris (**below**). It then returned to Summit for a run out the branch to Gladstone, passing over the Millington high bridge (**right**) and with photo stops at Murray Hill and Bernardsville (**far bottom right**). The 43.3-mile return run from Gladstone to Hoboken was made in record time for a passenger-carrying train of 59 minutes and 20 seconds. The only drawback of the day was the record 102-degree heat which taxed the cars' marginally-performing air conditioners. The $18 fare was paid by 331 passengers, and the WABC-TV crew that rode the trip gave it nationwide network coverage on their Sunday evening news.

JIM BOYD

Photo Line

DENIS CONNELL

JERSEY CENTRAL CHAPTER members applied the contact paper "paint" and lettering to the RDCs in Hoboken Saturday night—and removed it within minutes of return on Sunday. The trip and lettering job was the brainchild of Walt Matuch (**below,** left), shown applying the letterboard with Paul Malone.

TWO PHOTOS: TOM NEMETH

JIM BOYD

Railroads and the volcano

by Wayne Depperman

WITH THANKS TO BEN FREDERICKS FOR AMTRAK AND OTHER DATA

The eruption of Mount St. Helens was an awesome new experience.

It began almost unnoticed on Thursday, March 20, 1980, at 3:47 p.m., with an earthquake that registered 4.1 on the Richter scale. Before long the local news media was buzzing as the earthquakes continued. A week later—March 27 at 12:36 p.m.—Mount St. Helens in Washington state spewed forth ash in its first eruption since April 1857. This minor periodic belching of steam and ash continued for nearly two months. But forces inside the mountain were building for a blast that would be heard 'round the world.

"Vancouver! Vancouver! This is it!" Those were the last words heard over the radio from David Johnston of the U.S. Geological Survey. It was 8:32 a.m. on Sunday, May 18, 1980, and the time of reckoning had come. The northern face of the "lady" came apart in a volcanic fury 500 times more powerful than the Hiroshima A-bomb. Searing hot gases and ash, liberally mixed with chunks of ice and granite and tons of mud, dealt death and destruction. The blast spread out in the shape of a fan over a 150-square-mile area with a wind force of nearly 200 m.p.h. Spirit Lake at the base of the mountain disappeared. The north and south forks of the Toutle River became 90-degree cauldrons of mud and timber. A gigantic column of ash towered 63,000 feet into the air and spread its contents over eastern Washington, the Idaho panhandle and western Montana.

Before the May 18 cataclysm, an air of semi-seriousness and curiousity seemed to evolve around the mountain's antics. Articles like "Hot Lava Pasta" and "Good Things Come From Eruptions, Too" (which began with the words, "Volcanoes aren't all that bad . . .") appeared in the local paper. Local radio and TV news personnel mobilized like the Keystone Cops. Portland's populace kept glancing to the northeast in wonderment.

Now the death toll exceeds 100, with death certificates being issued for some who will never be found. Damage estimates run into the billions of dollars. The time for curiousity is over.

How did the railroads fare through all of this? Weyerhaeuser's logging railroad from Longview to Camp Baker took it on the chin: 15 miles of track under mud, six bridges totalled plus 86 log rack cars and a few wood chip cars lost. Part of the line will be rebuilt; the rest may not, due to a total change in landscape.

Burlington Northern shut down all operations from Helena and Havre, Montana, to Seattle and Portland. This was particularly ironic, since the Burlington Northern owns the land atop Mount St. Helens, and it was its own real estate that was being blown into the air (the BN acquired the timber-rich mountain property as part of an old Northern Pacific land grant deal). While the old SP&S main through the Columbia Gorge was not itself jeopardized, the ash fall at Pasco necessitated the closure. The shutdown went into effect at 11:00 a.m. on the 18th and remained for 25 hours until noon on the 19th. The first freight out of Seattle over Stevens Pass was 82-18 (from the 18th) departing a scant 13 hours and 15 minutes late at 1:45 p.m. on the 19th. The busy Portland-Seattle corridor, shared with the Union Pacific and Amtrak, was kept open—just barely. Although not threatened directly by the mountain, BN's span over the normally quiescent Toutle River was under attack as the raging torrent of mud and logs rose drastically and expanded its banks outward. One of the two main tracks was taken out of service, but BN kept things rolling.

Union Pacific's company magazine *Info* carried a full article on the eruption, telling of how the line into Spokane and branches in eastern Washington fared and of its effect on the employees. Yakima and Spokane were right in the path of the ash cloud, and for those communities dusk came early on May 18: before noon in Yakima and around 3:00 p.m. in Spokane. Yakima received 17 cars of water from the terminal at Hinkle, Oregon, and employees began the cleanup of three-to-five inches of ash on the following Tuesday. The first train into Yakima arrived on Wednesday. In Spokane, three uneasy and uncomfortable UP employees held things down at the yard during the blackest night they'll probably ever see.

Nevertheless, trains continued to run the UP's Hinkle-Spokane main. Crews were instructed to stop and inspect their train every ten miles, and the Spokane Sheriff's Department asked that they not exceed 20 m.p.h. in Spokane County to help keep the dust down. Signal crews from Hinkle took precautions to protect signal equipment between Wallula and Spokane. A UP official was guarded in his assessment on what the long-term effects on locomotives might be, but following the eruption, employees were regularly cleaning out filters, and little damage has been experienced.

Amtrak, meanwhile, played the role of hero in one case and did the best it could in others. On May 18 and 19, trains 11 and 14, the *Coast Starlight* were annulled out of Seattle and Portland while passengers were bussed. On the 18th, the morning Seattle-Portland corridor trains 795 and 796 operated on time, but their evening counterparts, 797 and 798,

PHOTOGRAPHY: WAYNE DEPPERMAN

THE JULY 22 ERUPTION of Mount St. Helens was clearly visible from Portland. The first of the day's three eruptions has reached maximum height and is beginning to drift northeast as a Portland Terminal Alco switcher (**right**) looks on in envy. Later in the evening, a BN GP35 is preparing to get a transfer out of North Portland Junction as the day's third eruption is etched in the setting sun. Will it happen again?

experienced delays. On the 19th, all four were cancelled. On May 20, 795 and 796 were cancelled, but 11, 14, 797 and 798 operated on time. On Monday, the 19th, Amtrak's tri-weekly No. 7, the *Empire Builder*, earned the title *Ash Express* as it struggled westward and made impromptu stops at Sprague, Ritzville, Lind and Connell, Wash., to rescue 123 people stranded in the boonies. They rode free.

And what of the shipping industry in general? The Cowlitz River, fed by the rampaging Toutle, poured mud, logs and debris into the shipping lanes of the Columbia. Import autos and containers and export grain were being diverted to Seattle-Tacoma. Dredges went to work, and as of this writing ships are getting through, but the Port of Portland has received a wound that time may not heal. Some of the business may stay in Seattle.

Portland received two doses of ash shortly after the main eruption, but things have been quiet for a time. However, what the mountain will do in the future and the lasting effects of what it has already done leave a giant question mark for all concerned, including the railroads. As a reminder that this could go on for quite some time, on Tuesday, July 22, minor earthquakes measuring 1.7 to 2.5 on the Richter scale began about 3:00 p.m. and gave the few people in the immediate area time to evacuate. At 5:14 p.m., the show got under way again with a plume of ash that towered 45,000 feet into the clear evening skies. The blast formed an awesome mushroom cloud which then began to quickly disperse toward the northeast.

But the show wasn't over. A second blast at 6:27 p.m. reached approximately 60,000 feet, and a third at 7:02 went up 50,000 feet. The mountain continued to pump ash into the atmosphere until around midnight. But unlike the May 18 eruption, there were no injuries or deaths reported, no flooding, and very little ash fallout over eastern Washington. In the clear weather, Portlanders had a grandstand seat for the display. The railroads kept up business as usual. ⋐

Montreal's

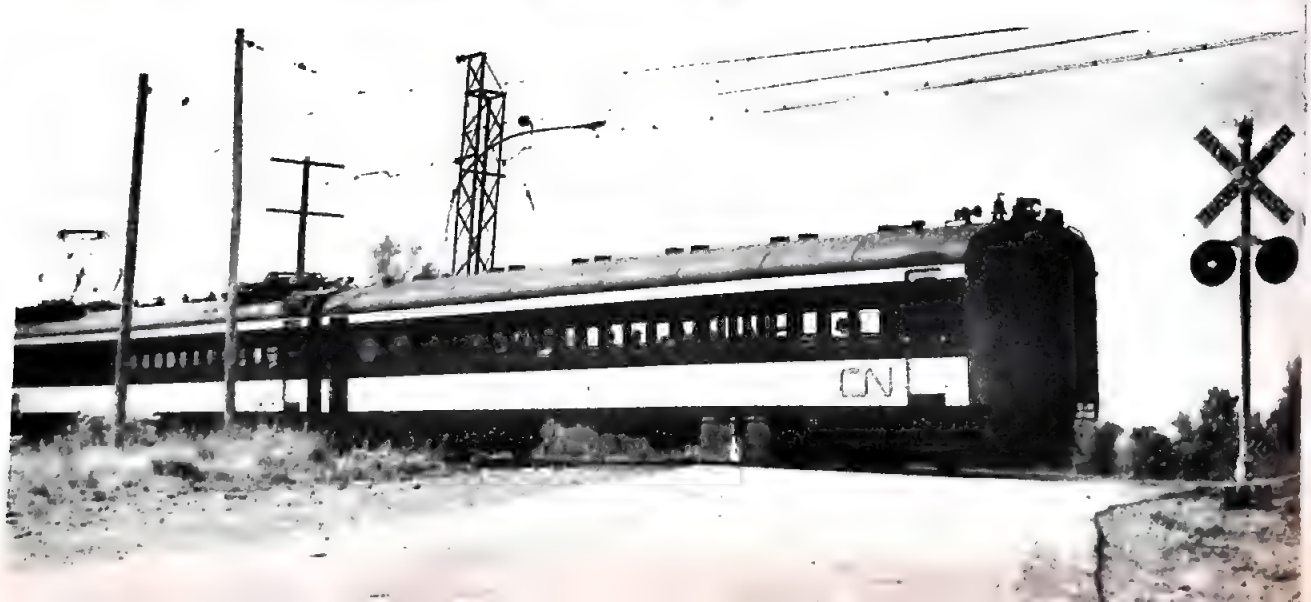
A railfan visiting Montreal is likely to feel similar to a small child in a candy store. Everyplace one looks there are train watchers' delights: sets of Alco cab units zipping along on passenger consists, six-motor Centuries barking out of town with endless strings of freight cars and F units on yet more passenger trains and commuter runs. As a result of all these diversions, another facet of Montreal's wonderland often goes unnoticed by the visiting fan. That is Canadian National's 18-mile electrified suburban operation, running out of Central Station. Like a page out of history, elderly electric locomotives and multiple-unit cars still handle 204 trains a week, providing transportation to and from downtown Montreal for thousands living northwest of the central city.

But in the business world, where economics must be more important than esthetics, this system is in danger. Canadian National states it has lost $44.5 million providing the service over the past seven years. The railway has announced that someone else must pick up the tab for the trains, or the routes will be abandoned. In 1980, the future of this operation hinges on the actions of local governments.

Today's CNR suburban service was originally part of predecessor Canadian Northern's need for a direct route into downtown Montreal. With rivals Grand

PHOTOGRAPHY: SCOTT HARTLEY, EXCEPT AS NOTED

1914 GE BOXCAB 6712 spent a May 1979 night in Montreal's Central Station for a morning assignment. With the trailer leading, a set of 1952 CC&F m.u.s rolled through Pierrefonds (**below**) in June 1978. M.u.s are CN's newest electric equipment.



endangered electrics

by Scott Hartley

Trunk and Canadian Pacific already having central city access, Canadian Northern sought a way to bring its main in from the north. A major obstacle was 769-foot Mount Royal, just north of downtown. In 1912, it was decided to drill a 3.2-mile long tunnel from the new model city of Mount Royal, under the hill into downtown, terminating at the new Central Station.

Since steam engines would not be permitted through the tunnel, the new route was to be electrified. A 2400-volt d.c. catenary distribution system, similar to that of the then-new Butte, Anaconda & Pacific, was chosen by Canadian Northern. Six 87-ton boxcab locomotives were constructed by General Electric and Canadian General Electric in 1914, 1916 and 1917. Although the tunnel itself was completed by 1914, World War I delayed implementation of the system, and it was not until 1918 that trains finally began running through the bore.

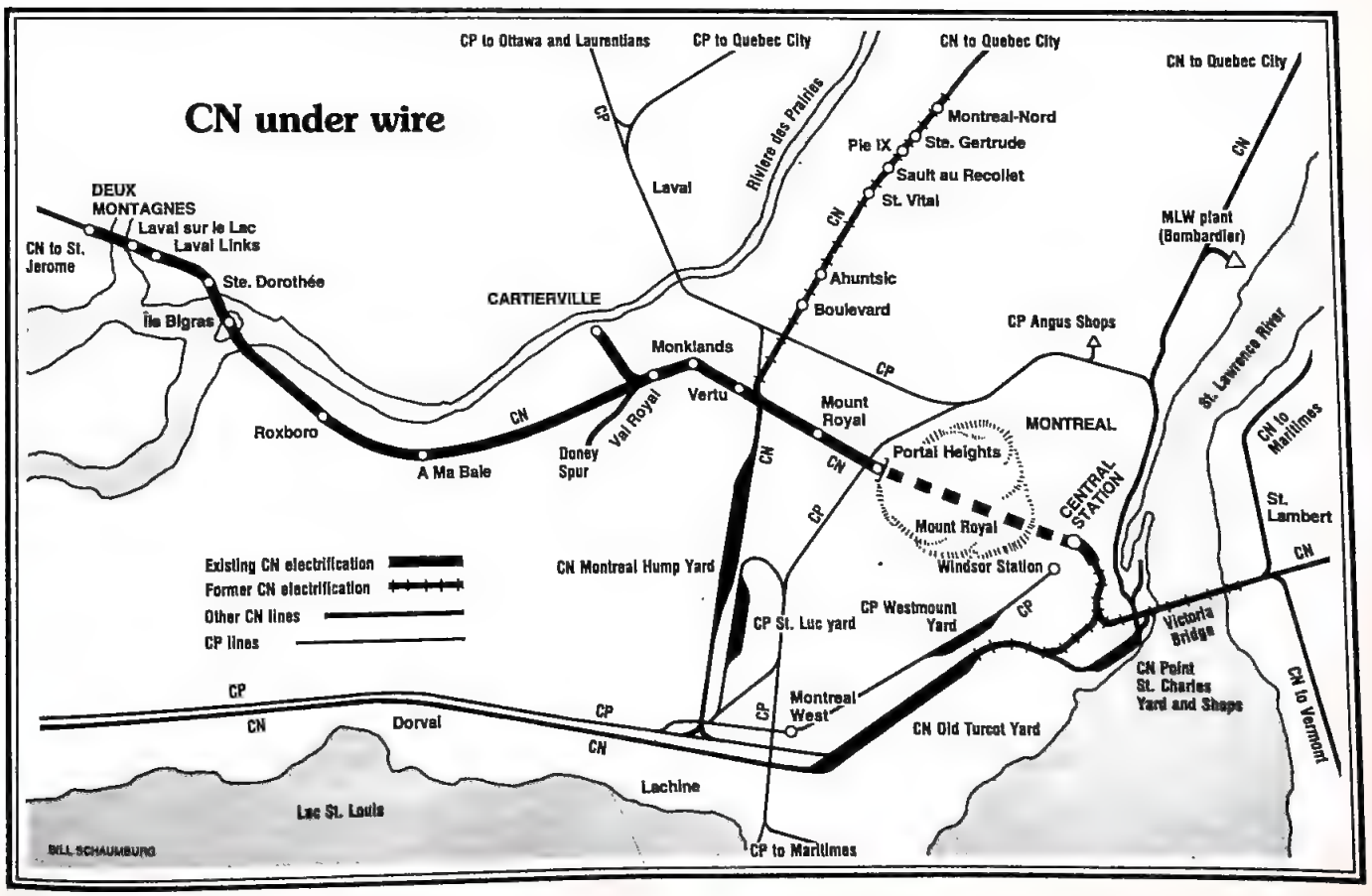
Electrification first ran from Central Station to suburban Cartierville, 8.2 miles. The boxcabs handled commuter trains over the route and switching chores in the station. In addition, all through trains entered and departed the tunnel behind motors. An order for eight all-steel m.u. cars, delayed by the war, was later cancelled. Thus, the six little locomotives were kept quite busy with their many tasks.

In 1925, electrification was extended from Val Royal to Deux-Montagnes, 9.7 miles. Although the Deux-Montagnes to Montreal section became the actual main line for suburban services and the stub to Cartierville just a branch, CNR employee timetables still list Central Station to Cartierville as the Mount Royal Subdivision, and Val Royal to Deux-Montagnes (and 29.7 miles beyond to St. Jerome) as the Montfort Subdivision. To help handle the increased traffic, a pair of wooden coaches were converted into m.u. control cars, each capable of pulling two trailers. Inclusion of the Canadian Northern into the new Canadian National system in 1922 had no major effects on the operation under wires. In 1943, electrification assumed new responsibilities when CNR decided to consolidate its Montreal area passenger services in an expanded Central Station. Access to "Gare Centrale" had previously been from the north through the tunnel. The enlarged facility had new trackage approaching from the south, allowing trains from the west, south and east to also use the station.

This resulted in catenary being strung from Central Station to Turcot Yard, six miles, and across the CNR-owned rail-highway Victoria Bridge. Virtually all trains in and out of Central Station, were handled by electric locomotives, and the electrics took care of the terminal switching, as well.

To accomodate this increased traffic, CNR acquired nine English Electric 101-tonboxcabs built for Montreal's National Harbours Board between 1924 and 1926. A final 5.3 miles of line, from Eastern Junction to Montreal Nord, was electrified for suburban service in 1946.

The newest engines on the system, three 86-ton GE steeplecabs, were purchased in 1950, bringing total CNR ownership to 18 electric locomotives. The newest equipment to arrive for CNR's electric lines was an order for six



STEVE MAGUIRE

CN'S FIRST GE boxcab, 100, made a timeless scene in 1955 with the motor and train in old CN livery. Fortunately, little more than the colors have changed today.

m.u. motor coaches and twelve m.u. trailers from Canadian Car & Foundry in 1952.

The arrival of the diesel diminished the importance of the electrics. Road diesels allowed through trains to roll underground and in other terminal areas without engine change. Diesel switchers began to shuffle passenger equipment in place of the electrics. Wires first came down in most of the areas electrified in the 1943 extension. In 1969, electrified suburban service ended on the Eastern Junction-Montreal Nord route, soon after completion of an adjacent subway line.

It is interesting that when Montreal was planning its Metro lines in the early 1960s, the Deux-Montagnes line was considered as a location for one of the subway routes. A feasibility study indicated that converting the commuter line to a rapid transit system would cost only ten to 13 percent of the price of construction of a new line. For unknown reasons the project was shelved, leaving CNR with its old and costly system, while government money built subway lines to other points.

Canadian National's electrified zone of 1980 includes the double track line from Central Station to Val Royal, and the single track lines to Cartierville and Deux-Montagnes. The electrics are utilized almost exclusively as commuter engines. There are two exceptions. On occasion, they will be used to make a terminal switching move, and the nightly VIA train to Chicoutimi usually has a couple of motors ahead of its diesels for the 0.6% grade north through the tunnel. This is not really a helper service, but an attempt to minimize diesel exhaust underground.

One reason the railfan visitor often misses CNR's electric operations is the unfortunate fact that the best parts of the show happen only during weekday rush hours. At these times, the three types of electric locomotives wheel long trains of well-maintained six-axle standard coaches in and out of Gare Centrale. At midday and on weekends, the remaining 16 m.u.s and trailers are able to handle all service.

To the weekend visitor, the only evidence of the electric operations may be a glimpse of several of the locomotives

CN's Montreal electrics

PRESENT NUMBER	FORMER NUMBER	ORIGINAL CNR NUMBER	QTY.	DATE	BUILDER	TYPE	REMARKS
6710-6713	100-103	9100-9103	4	1914	GE	87-ton boxcab	In service
6714	104	9104	1	1917	GE/CGE	87-ton boxcab	In service
6715	105	9105	1	1916	CGE	87-ton boxcab	In service
6716-6719	180-183	9180-9183	4	1924	English Electric	101-ton boxcab	In service: 6716, 6717, 6722, 6723, 6724.
6720	184	9184	1	1925	EE	101-ton boxcab	Retired in 1971: 6718, 6719, 6720, 6721.
6721-6724	185-188	9185-9188	4	1926	EE	101-ton boxcab	
6725-6727	200-202		3	1950	GE	86-ton steeplecab	In Service
6730-6735		M-1 to M-6	6	1952	CC&F	m.u. motor	In service except 6732 stored due to fire damage.
6739		T-12	1	1952	CC&F	m.u. trailer	In service
6740-6746		T-1 to T-7	7	1952	CC&F	m.u. trailer	In service
—		T-8	1	1952	CC&F	m.u. trailer	Retired 1960 following accident.
6747-6749		T-9 to T-11	3	1952	CC&F	m.u. trailer	In service

NOTES:

CNR 6710-6715 were originally Canadian Northern 600-605.

CNR 6716-6724 were delivered as Montreal Harbour Commission Terminal Ry. (later National Harbours Board-Montreal) 101-109. Acquired by CNR in 1940.

ROSTER ACKNOWLEDGEMENTS: *Extra 2200 South;* Lorraine Bougie, CNR.

resting at the south end of Central Station. But comes the workweek, the electrics are back in action: all six of the original Canadian Northern boxcabs, five of the English Electric boxcabs and the three 30-year old steeplecab GEs. Following service reductions in August 1979, there are now 18 trains in each direction Monday through Friday, ten round trips on Saturday, and just two in each direction on Sunday. Most run the entire distance from Deux-Montagnes, although the Cartierville branch receives some service.

Freight service on the line is provided by a diesel-powered nighttime local out of Montreal Yard. The train comes under wires at Northern Junction and continues west past Deux-Montagnes to St. Jerome. In addition, local freights out of Val Royal cover the Doney Spur, a 5.8-mile line serving an industrial/commercial zone. One crew works the first trick and a second crew goes to work at 4:00 p.m., using the same motive power, usually a pair of MLW switchers. From Val Royal west, the spur runs alongside the electrified main for about a mile before cutting off to the southwest.

Photographing the suburban service can often be frustrating, as few local roads parallel the tracks for any distance. Thus, a good Montreal map and a basic knowledge of the area's geography are essential.

Montreal is located on the largest of several dozen islands in this section of the St. Lawrence River. After leaving the Mount Royal Tunnel, the CNR electrified route heads northwest across highly urbanized Montreal Island. The tracks then cross several trestles in a short distance. The line crosses small Ile-Pariseau and Ile-Bigras. It then spans the swift river currents across its southwest corner. From there, the line crosses to the actual "mainland," where electrification ends at Deux-Montagnes.

Chasing a train the entire length of the line is impossible because of the downtown traffic congestion and the lack of highway bridges adjacent to railroad trestles further out. Whereas the line leaves Montreal Island near the village of Pierrefonds, the most convenient highway bridge is the Autoroute 13 toll bridge several miles to the east.

A few access hints are helpful. Rue Gouin parallels a good portion of the scenic parts of the line on Montreal Island. The Rue Gouin exit from Autoroute 13 places you not far from A Ma Baie station. West, the road will run through Roxboro and Pierrefonds. To the east it will lead toward Val Royal.

To reach the line off Montreal Island, take Autoroute 13 north across the Riviere des Prairies bridge to the Boulevard Samson exit, to Chemin du Bord de L'Eau. This road will lead west to the three stations on Ile-Jesus.

AN AFTERNOON DEADHEAD move found a pair of GE boxcabs rolling off the Cartierville branch at Val Royal (**above**) on May 28, 1979. A single English Electric boxcab was leading rush-hour train 921 through Val Royal (**below**) later that same day.

POINT ST. CHARLES SHOP is home for the CN electrics; GE 6711 shared the facility with rare FPA2u 6759 and other MLW/Alcos (**above**) on May 24, 1979. Three "giant 44-tonners", actually weighing 86 tons each, were built for CN in 1950. A pair was heading up an outbound rush hour train (**below**) at Pierrefonds in June 1978.

Dupont Road, off Bord de L'Eau, takes you to Ile-Bigras station and the series of steel trestles that CNR crosses from island to island. Deux-Montagnes can be reached via a roundabout highway bridge.

Obviously, advance planning is required to make the most of photographic opportunities. The western end of the route, despite the inconvenience encountered reaching it, is by far the most scenic. A little exploring before train time will result in some fine photos. On the other hand, more trains can be seen further east. Spending a rush hour at Val Royal can be very rewarding, as Cartierville trains and deadheads roll on and off the already busy main line. It's a fine show.

Like other commuter rail systems, CNR's Montreal trains operate at a loss. Unlike most other systems today, however, CNR does not receive any operating subsidies to cover deficits. In recent years, Canadian National has incurred annual deficits of more than $7 million providing suburban service on the electrified route and on a dieselized line from Montreal to St. Hilaire East. Weekday ridership is down from 33,000 in 1966 to 10,000 in 1978.

"At Canadian National, we are obliged to operate at a profit; consequently, we cannot assume responsibility for the deficits incurred for the commuter services in Montreal. This does not mean we are no longer taking any interest in these services. We are once again stating that we are prepared to continue operations provided that they are integrated into the regional public transit and financed by the Government." This statement made May 19, 1977, by CNR Vice President-St. Lawrence Region Yvon Masse, sums up company policy on suburban services.

In December 1975, the railway announced long range plans to eliminate the commuter service deficit without government support, CNR would gradually increase fares and decrease the number of trains. Canadian National stated that without subsidy it would be out of the commuter business by mid-1980. Local governments became anxious, but no cash appeared.

A fare increase February 1, 1976, resulted in an expected drop in patronage, and on April 25, 1976, weekly train service under wires was cut from 475 to 286 trains. Fares were increased again, although train frequency remained stable. Despite frequent reminders to governmental agencies that 1980 was rapidly approaching, needed funds still did not come. July 1, 1979, fare increases ranging from 25 to 50 percent were followed by service cuts from 286 trains a week to 204. To its credit, Canadian National pared mostly from off-peak and weekend services, with rush hour frequency largely unaffected.

However, a moratorium of sorts has occurred. On September 11, 1979, Masse announced a decision to suspend until further notice the "disengagement program" (increase of fares and reduction of service) of Montreal's commuter system. Canadian National has pledged an investment of $10 million toward modernization of the commuter services and hopes the railway's show of good faith will encourage a better climate for negotiations between itself and the governments and other public authorities.

But the announcement was not all good news. A press release concluded, "CN will continue to follow the development of negotiations and plans to take drastic action, if the deficit problem has not been solved, by the end of September 1980. An earlier decision will be taken if indication is given that the governments are not willing to modernize and integrate the commuter services with other urban transportation systems in the Montreal Region."

As we go to press, it looks as though the CN will not push the panic button over the September 1980 deadline. Both local and national politics have been rather preoccupied over the past year with the Quebec separatist referrendum, and with the recent strong vote of the province to remain within the dominion, things are just beginning to settle back down to the more normal business matters of legislation, taxes and financing commuter railroads. One thing is for sure, this unique and historic electric operation will see changes in the not too distant future, either in abandonment or overhaul. The time to see and photograph the ancient boxcabs is now.

Farewell to the FRISCO

by Jim Boyd

PHOTOGRAPHY: JIM BOYD

Springfield, Missouri, is the focal point of the St. Louis-San Francisco Railroad: the Frisco. In this 120,096-population community in southwestern Missouri, the Frisco's main line from St. Louis to Oklahoma, Texas and the West crosses its main line from Kansas City to Memphis and the South. With its proposed merger into the Burlington Northern less than a week away, what better place could there be for one last look at the Frisco?

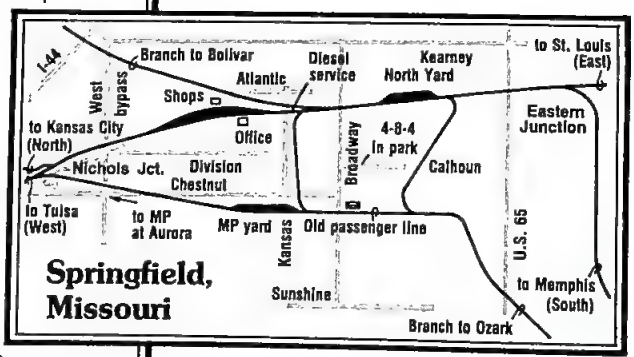
The wake-up call at the Rail Haven Motel came at 7:00 a.m. on Tuesday, May 13, 1980. The day was wall-to-wall overcast. Still groggy from our 4:00 a.m. arrival in Springfield, Craig Willett, John Gieske and I concluded that sleep would be more productive than photography on a day like this and headed back to bed. No way were we going to bid farewell to the Frisco in grubby weather.

A glint of sun penetrated the room about 9:30. That's blue sky! "Hop to it, guys, we've got work to do!" The cold front had blown through and the clouds were retreating eastward. With cameras loaded and the radio scanner tracking on 161.13, we headed for the big yard stretching roughly east and west across the northwest side of town. The captions pick up the action.

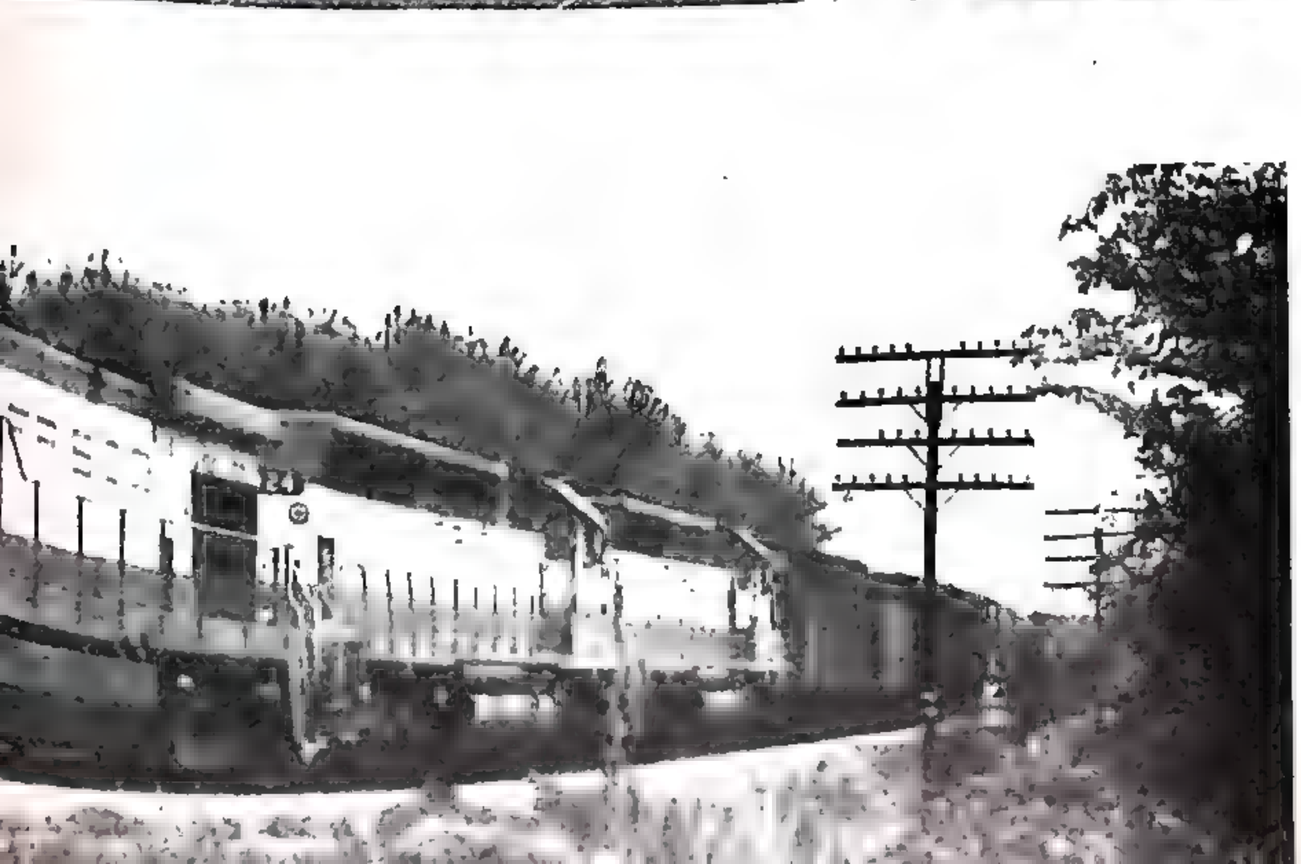
Merger into the Burlington Northern was supposedly only days away as we took a look at one day's traffic through Springfield, Missouri, the heart of the Frisco.

10:30 A.M. The Kansas Avenue bridge gets us a look into the diesel shop tracks, with a wrecked GP38AC and GP38-2 prominently visible (**below**). The manifest FSE (Forwarding South East) has arrived from Kansas City behind SD45s 907 and 945 and U30B 854 and is doubling his train into two of the South Long Tracks. The FSE's power then cuts off and spots in front of the yard office while a switcher goes to work to prepare the consist to continue toward Memphis. At 11:50, the KCTY-1 (Kansas City-Tennessee Yard [Memphis]) radios for an inbound track assignment. As the FSE's power ties onto its train on South Long 2, the KCTY-1 rolls in on South Long 4 with SD45s 910, 905 and 912 (**above**). Impressive!

12:12 P.M. The FSE is outbound just east of the big grain elevators at Broadway Avenue (**left**). The headlight popping into view beneath the bridge over the old North Yard is the BTX (Birmingham-Texas) with U30B 867 in the lead. We scramble back toward the engine terminal to get a clear shot of the U-boat (**above**) alongside a U25B and the only SD40-2 we'll see all day. Moments later the BTX passes the KCTY-1 (**below**), ready to depart by the yard office.



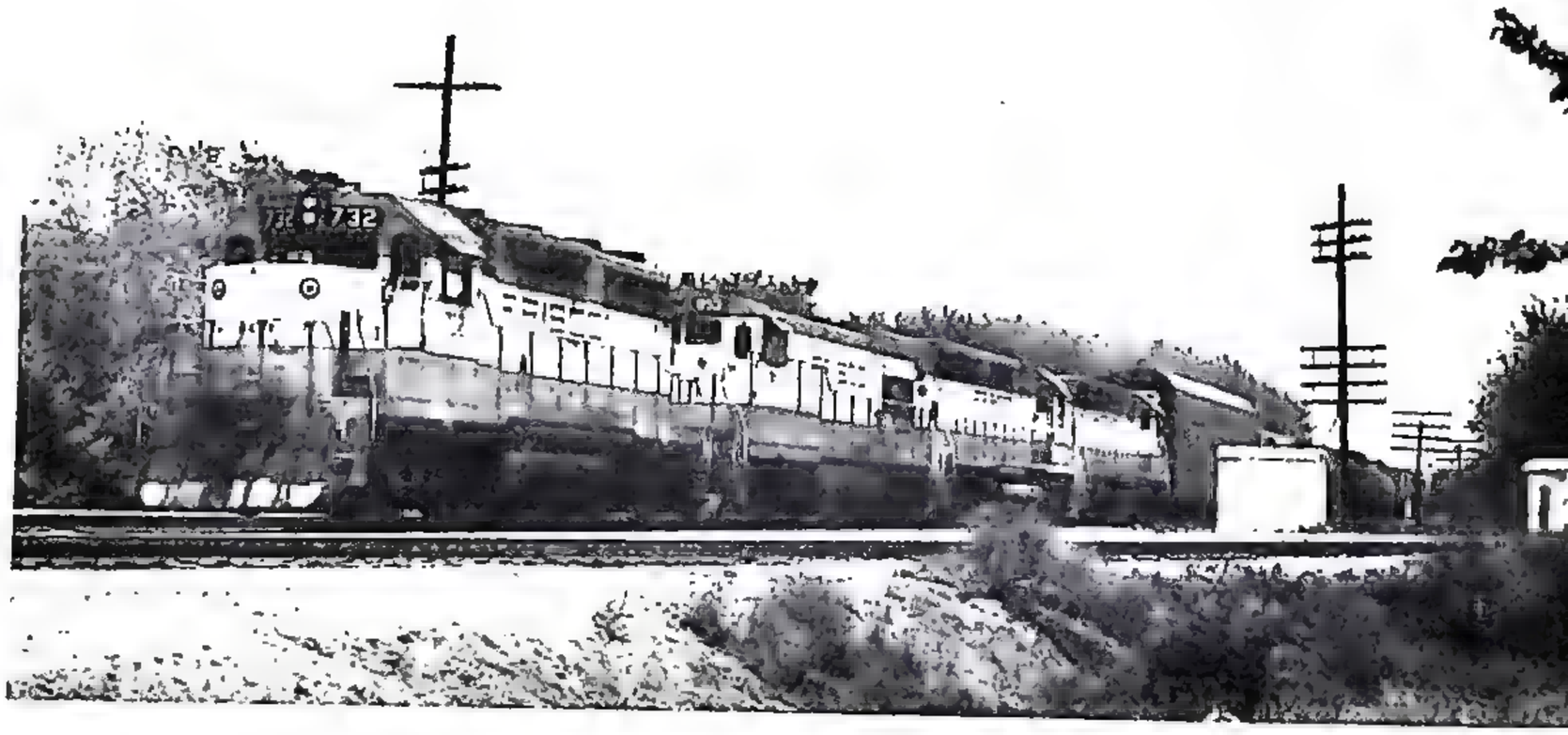
12:34 P.M. The railfan's dilemma: two prime trains leaving opposite ends of the yard at the same time. The car inspector radios the BTX to stop so that some open boxcar doors can be closed. The decision is made; it's out to the Anheuser-Busch grain elevator at Broadway Avenue to get the KCTY-1 headed east (**above**) toward Eastern Junction, where it will turn south for the run to Memphis.



1:05 P.M. It's out to Nichols Junction at the west end of the yard to catch BTX's departure. The radio gets busy, however, with eastbound No. 330 calling for a yard track and westbound No. 134 doing the same thing from the other end of the yard. The 330 (**above left**), a Wichita to Springfield train with GP40-2 757, "torpedo boat" GP35 705 and GP38-2 676, is the first to show, but the BTX holds just clear of the crossovers (**above**) and then moves out (**left**) when it gets the plant.

1:34 P.M. No. 134, a Memphis to Kansas City manifest with SD45s 925 and 942 bracketing U30B 842, curves north (**left**) on the Ash Grove Subdivision —the K.C. line—and keeps the Nichols parade going. The road sign adjacent to the Junction (**above**) identifies Junction Street and Meteor Avenue.

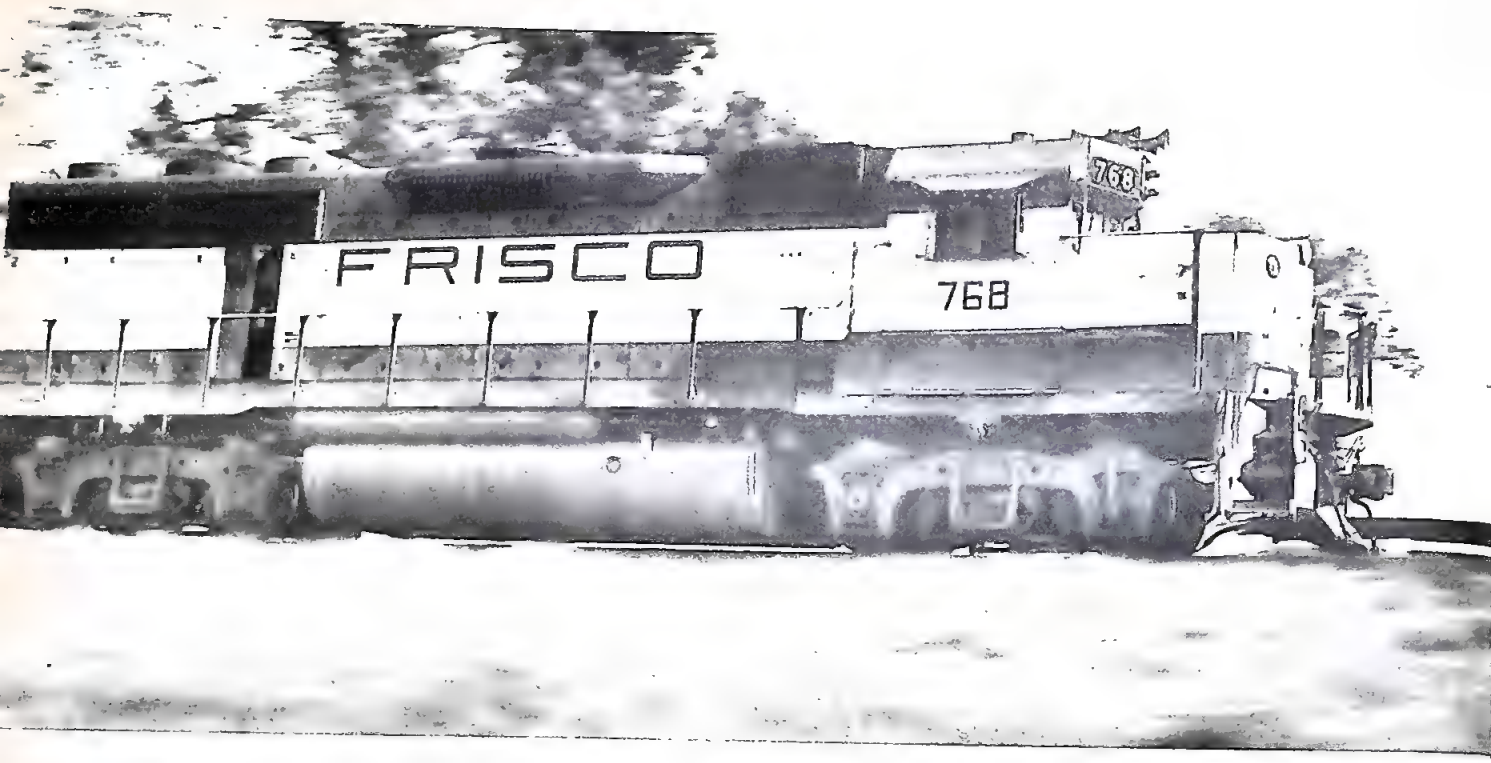
1:45 P.M. Only moments after 134 clears, westbound drag SYCY-1 almost catches us unprepared. With GP35 732, U30B 853 and SD45s 918 and 915, this train (**right**) originates in Springfield Yard and is destined for Cherokee Yard in Tulsa.



2:00 P.M. The action continues as we get back to the Kansas Avenue bridge just in time to catch inbound No. 35. Similar to the SYCY-1 we just saw, 35 is a St. Louis to Springfield merchandise drag. This view (**below**) is looking east, showing the engine servicing shed at left and the Anheuser-Busch grain elevator at Broadway Avenue in the distance.

2:02 P.M. No. 35 passes under the bridge with SD45 917, U25B 827, GP38AC 649 and our only GP15-1 of the day, 102 (**above**). At 2:15, the power for St. Louis-bound No. 30 pauses beneath the Broadway Avenue grain elevator (**above right**), and we can fake a shot of a U25B in the "lead". Actually, U25Bs 817 and 819 were trailing U30B 835 and GP38-2 672. At 2:20, local 5211 from Newburg arrives (**right**) behind GP38-2 672. We have been using the line-up posted in the crew caller's office to plan our photography, and since it shows no action at the west end for a while, we head east along the St. Louis line to catch No. 30 on the S-curve (**below**) alongside the "Buena Vista Exotic Animal Paradise".

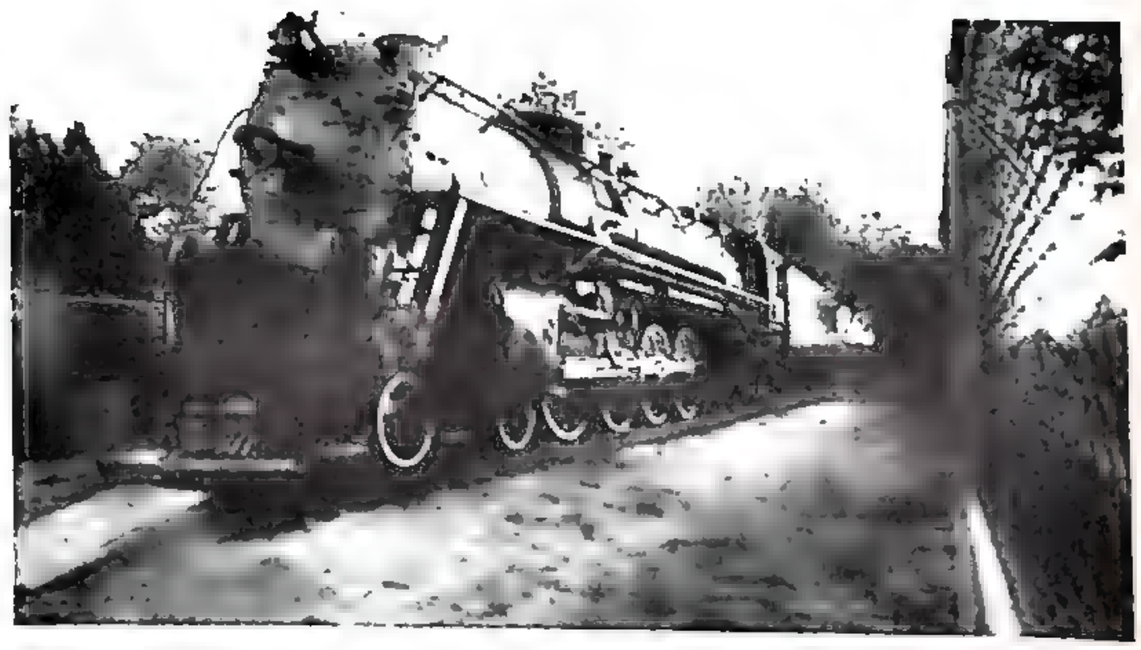
FRISCO



4:15 P.M. After following 30 about 25 miles east to Marshfield, we wait for westbound piggybacker 33 and follow him back to Springfield in a brisk but legal 50 m.p.h. chase (**above**). The Texas-bound 33 gets through the yard with a quick crew change and is outbound through Nichols at 5:15. Shortly after 33 clears the next siding to the west, the Missouri Pacific local out of Carthage (**right**) arrives at 5:45 with GP38-2s 2178 and 2124 and heads down the old passenger main to its downtown Springfield yard. The MoPac uses the Frisco main 27 miles from Aurora to Nichols.

6:15 P.M. Close on the heels of the MoPac local comes one of the Frisco's hottest freights, the CTB (California-Tulsa-Birmingham) which originates in the Bay Area on the Santa Fe and enters Frisco trackage at Avard, Oklahoma. With power pooled at either end—Santa Fe units go as far as Tulsa and SCL power comes to Memphis—it usually has pure Frisco power through Springfield. Today's CTB has GP38AC 652 and SD45s 914 and 913 (**left**) as it rolls through Nichols. The line-up shows a lull, so it's over to the Steak-n-Shake for Chili-Mac and a cheeseburger, our first meal since 10:00 a.m. breakfast. The day is winding down.

7:30 P.M. Things stay quiet during dinner, and the line-up in the caller's office shows only the northbound KCX (Kansas City Expediter) due before dark. A GCU coal train out of K.C., 437A from St. Louis and 34 from the west are due around midnight, while 437 from St. Louis and 234, the QLA and NWP from the south are marked in for pre-dawn Wednesday. Our day of Frisco action concludes with the KCX behind SD45 920, GP35s 722 and 702 and SD45 903 (**above**) catching the setting sun as it curves northward on the K.C. line at the Nichols home signal. Although we didn't catch any pool power (UP is most common out of K.C., but generally at night, we're told) or unit coal trains, our day's action has been pretty typical. We've noted the absence of Geeps —they've all been sold—and the interesting GP35s with Alco trucks—they're stored west of the shops—as well as any old black-scheme units. On the eve of merger, the Frisco has impressed us as being a heads-up operation that knows how to run trains. The Burlington Northern will have a tough act to follow with its "Frisco Division" when the court-postponed merger finally goes through. Our last stop of the day is Grant Beach Park, to pay our



respects through the chain link fence (**above**) to 4-8-4 4524, the Frisco's last steam locomotive. Do you suppose the BN will someday repaint GP40-2 3064 back to red and white as Frisco 774 to sit beside the 4-8-4? It would be appropriate.

Carstens

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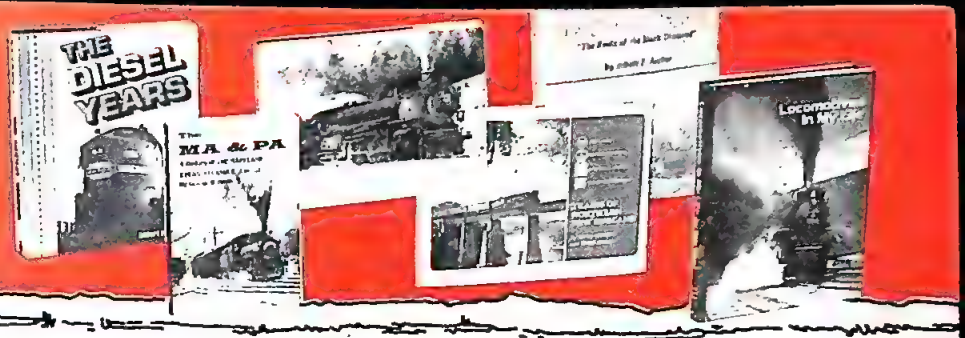

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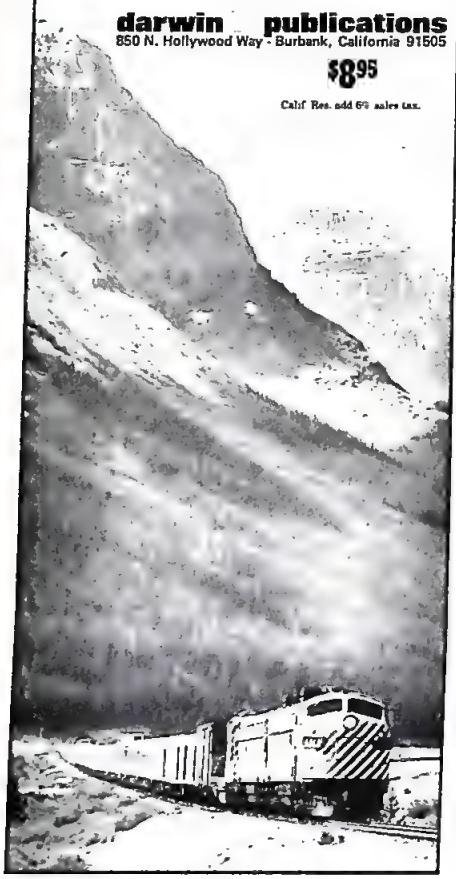

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BY JIM BOYD

Springfield and the Frisco

Some articles "just happen". My "Farewell to the Frisco" in this issue was one. I had planned to spend the first week in May following the NKP 765 on the TP&W, and then Craig Willett, John Gieske and I were going to take what has become our annual spring trip, this time to the Crab Orchard & Egyptian and on down into the Kentucky coal country for a look at the IC and L&N.

About a week before I was to leave, Frank Tatnall from the NRHS in Philadelphia called on another matter and mentioned that he was going to spend a few days on the Frisco around Springfield, Missouri, before catching the 765/TP&W runs. He mentioned the proposed May 19 Frisco-BN merger date, and I began looking at my schedule. It would work for my trip, too, and although I'd tagged the Frisco in many other places, I'd never been to the "heart" of the railroad, Springfield. Craig and John both agreed that the Frisco in its last week of existence would be a worthy subject, and the decision was made. A quick phone call and Master Charge number got me the Frisco 161.13 radio crystal mailed First Class from Pro Custom Hobbies to Craig's house in Illinois where I could intercept it en route.

A week or so later I met Frank in East Peoria with the 765, and he gave me his maps of Springfield and described the trains and operations to me, including some excellent photo location suggestions. Knowing the "lay of the land" ahead of time, we were able to get right to the business of capturing a typical day at Springfield without having to grope around for a day just exploring things. The weather cooperated, and the article almost wrote itself, thanks to Frank's help.

In the overall scheme of today's Frisco, Springfield is more of a junction than a classification point. Although it does have a big yard, well over half the trains we observed rolled right through without any switching, pausing only for a crew change. The in-coming trains identify themselves by radio to the yard tower, and between our scanner and the line-ups posted and periodically updated in the crew caller's office, we were able to get a good "handle" on the action from all directions—incidentally, the Kansas City-Memphis line is the Northern Division with northbound even and southbound odd train numbers, while the St. Louis-Tulsa line is the Eastern Division with eastbound even and westbound odd numbers.

Even with the photos taken and the data recorded, there were some aspects of the Springfield operation that I couldn't quite sort out after I got back to the office. While I was gone, I had received in the mail a box of slides of Frisco action from Charlie Dischinger, a Frisco engineer from Springfield. (I wish I'd gotten them before I left, because they showed some rather spectacular Frisco locations, such as Dixon Hill, near Rolla, which we would undoubtedly have made an effort to visit.) Charlie included his phone number, and he was a big help in clarifying and explaining some of the things we had seen and photographed in our one day in Springfield.

The Frisco is a very picturesque railroad in Missouri, and it will still be very worthy of railfan attention after BN green replaces the red and white. If the Katy's court-ordered delay of the BN merger is still in effect by the time this gets into print, I'd highly recommend a look at the Frisco in fall colors—maybe you can catch the Dixon Hill that I missed! (Incidentally, I was tempted to delay putting this article into the magazine until I could run a Frisco color cover, but I decided to forsake the color to get the information into print as quickly as possible and maybe even alert some fans to get trackside before the merger. If you'd like to see a color shot taken on the day of the article, see page 75 of the September 1980 RAILROAD MODEL CRAFTSMAN for the FSE at the Broadway Avenue grain elevator.)

Conn River changes

Just as we warned in Scott Hartley's article "CP Rail in Vermont" in the September 1980 issue, the operation on the Connecticut

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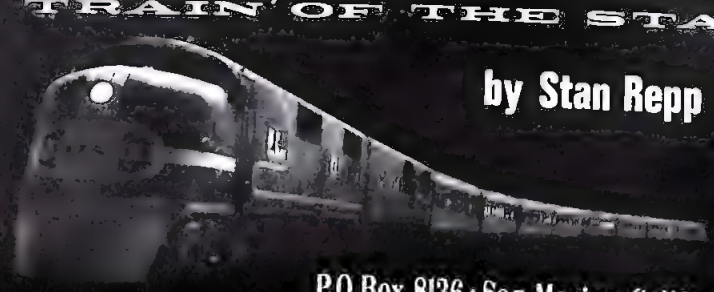

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CHARLIE DISCHINGER

FRISCO'S DIXON HILL, midway between St. Louis and Springfield, is one of the more spectacularly scenic pieces of the railroad. Here four EMD units are working along the river in April 1977.

River line changed in June. Tom Nelligan reports that the CP-B&M pool trains SPCP and CPSP have been dropped due to declining traffic. Interchange cars are now being handled on the B&M by trains EDWH and WHED (East Deerfield-Whitefield, N.H., the old Berlin Branch jobs) and new pool trains WJCP and CPWJ (White River Junction-Newport). The northbound EDWH arrives at White River Junction in the late morning and sets out a couple of units. It then moves up the line 18 miles to Ely, Vermont, where it sets out the CP cars on a siding. Northbound WJCP leaves White River shortly after EDWH's departure with power and caboose and picks up its train off the siding at Ely for the run to Newport. The procedure is reversed southbound. The CP pool power still goes through to East Deerfield, but now on trains EDWH/WHED.

Incidentally, the drop in traffic on the CP-B&M route has been matched by a big gain on the Central Vermont. The Springfield-St. Albans CV-B&M pool trains have been running over 100 cars and often pick up additional power—usually CN M420s—at White River Junction.

Thoughts on 765

Looking back on the article in the September '80 issue about the NKP 2-8-4 765's exploits on the TP&W, I began to realize that the only members of the Fort Wayne crew that got any mention were Jack Wheelihan and Dick Yager. While they were certainly key people in the operation, they were far from being the only ones to have a

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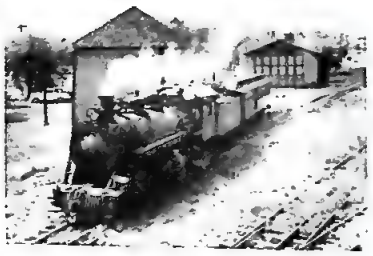

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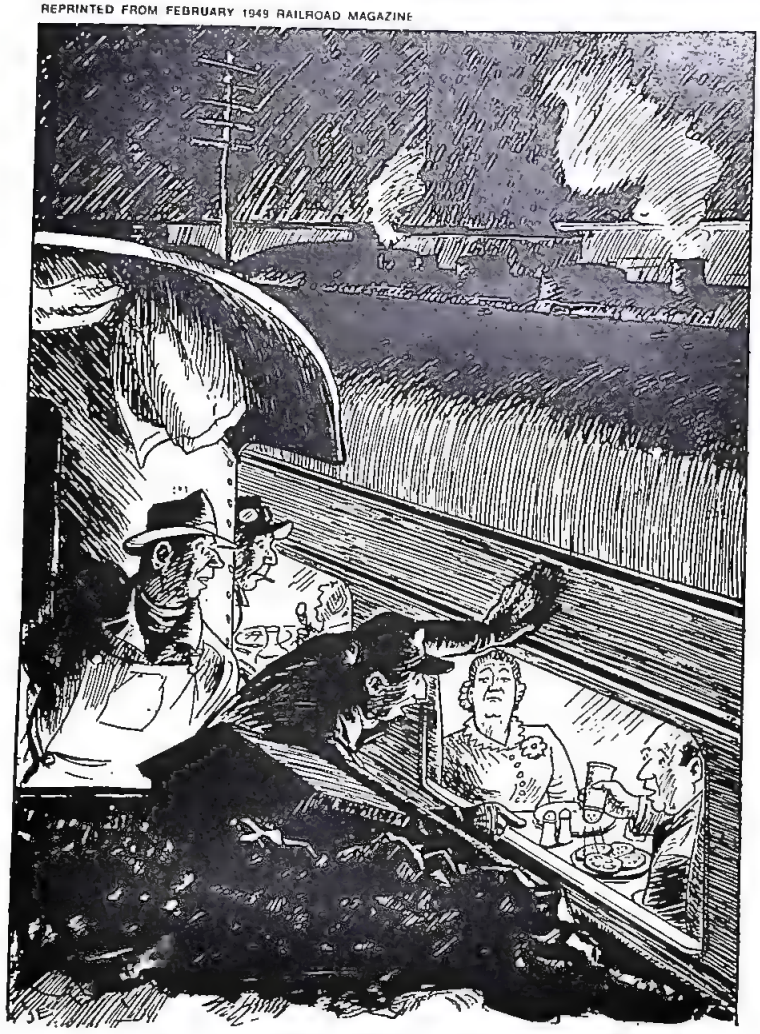

Not on the Wheel Report . . . . . By JOE EASLEY

No . . . No . . . Mac! That's the sugar . . . Salt's over there . . .

significant part in it. The entire crew of volunteers had done a remarkable job of restoring the engine in their outdoor and unprotected work area in Fort Wayne, and they put in a lot of long hours keeping things going on the TP&W.

The story of the 765 restoration was given coverage in our January 1980 issue, and most of the volunteers and "organization people" were recognized there. Among the Fort Wayne people who were able to spend some time on the TP&W were Chief Mechanical Officer Gary Bensman, Wayne York, Glenn Brendel, Leroy Meyer, Larry and Ron Randolph plus a host of others. Doyle McCormack of the *American Freedom Train* 4449 and the old High Iron Company NKP 759 crews arrived on Wednesday, May 7, and was the engineer on the passenger runs. Wes Camp, another veteran of the 759 crew, came down to help with the "coal problem" and was firing on the passenger trips—that's Wes in the white cap ahead of Dick Yager in the pan shot on page 34 of the September issue.

Since the TP&W trips, the 765 has pulled three very successful trips on the N&W (see RAILNEWS). Meanwhile, the Golden Arrow group seems to be overcoming their problems and are lining up future trips—we understand that the Milwaukee Road is seriously negotiating, but nothing has been finalized as we go to press. It looks as though a lot of people will have the opportunity to see and ride behind the 765 in the next few years.

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Listen to the kids

When NKP 765 was making its freight run to Effner and back on last May 6-7, I was chasing the train with another carload of friends from Illinois. Riding with me were John Gieske, a road foreman of engines for the Milwaukee Road, and Jim French, the 15-year-old son of my hometown railfan friend and IC trainman Chet French. Along with Mike Schafer and Craig Willett, a Milwaukee Road rules examiner, we had spent Tuesday night at Gilman, Ill., in an inexpensive combination motel and bait shop—the multi-layered sign outside the motel in downtown Gilman right next to the ICG's old ICRR main line read "Motels/Motel-Night Crawlers"—while the 765 and crew tied up at Watseka (a town which I consistently misspelled "Watseca" throughout the article).

We knew we would have plenty of time before the steamer went to work Wednesday morning—the crew would need the legal eight hours rest, and they had been on the road until at least 2:30 a.m.—so we spent some time at the IC-TP&W crossing behind the motel. The IC diverges at Gilman with the line to St. Louis branching southwestward from the north-south Chicago-New Orleans main line, and the TP&W crosses east-west right at the IC junction. One of the first trains we saw was a long grain train coming northward on the St. Louis line. The four "grown-ups" were about to scramble north of the depot to catch it rounding the wye toward Chicago when teenager French advised, "I don't think so; he'll probably come around the south wye and head for Champaign. They've been running most of these grain trains that way. The agent will probably have box lunches for the crew, too."

"Running grain trains from St. Louis to Gilman just to turn them south? I've never heard of anything like that. And box lunches? You've gotta be kidding." Fortunately I kept those thoughts to myself, avoiding embarrassment moments later when the station agent drove up in his car and headed toward the south wye switch on the main line with an armload of what looked an awful lot like box lunches. Sure enough, the grain train rounded the south wye and headed towards Champaign, scooping up the box lunches on the way through. Sometimes it pays to keep your mouth shut and listen to the kids.

As we were walking back to the TP&W crossing on the freshly ballasted IC tracks (see bottom photo on page 32 on the September issue), Gieske commented, "This rock ballast is sure tough to walk on."

"Yeah, that mud you've got on the Milwaukee is a lot easier," replied Jimmy.

That kid's beginning to sound more and more like his dad every day.

The Lackawanna electrics

It's been one of the delightful by-products of New Jersey politics that the state agencies involved in "improving" the old DL&W commuter electrification have spent nearly five years of development and have acquired the necessary rolling stock to do the job but are still looking to 1982 before the "re-electrification" can be completed and the shiny new cars can replace the ancient steam-era m.u.s. While the new "Erie Lackawanna" m.u. cars roll off mileage on the old Pennsy, the EL lines for which they were built—and delivered—still carry the 3000-volt d.c. overhead that is indigestable by the new cars. Plans to convert the EL/DL&W lines to 25,000-volt a.c. have been stumbling through the red tape for years and are only now nearing resolution. The latest target date I read in the local newspapers was sometime in 1982.

In the meantime, one of the nation's most picturesque and accessible electric operations continues to run much as it has since it was built in 1930-'31. The main line from Hoboken to Dover, N.J. is a double track classic, while the single-track branch that rambles through the hills to Gladstone has the atmosphere of a country interurban. The branch to Montclair has weekdays-only service and is a worthy prize for the discriminating traction fan.

And the old DL&W m.u.s. are more fun now than ever. In spite of the sure knowledge that they were a true remnant of steam-era railroading, the m.u.s. seemed to become boring too quickly for all but the most avid traction fan. The contemporary fan would likely get the three or four obligatory shots and then head somewhere else for Gs or Geeps. The problem was the classic Pullman green and gold cars. Although about as interesting as m.u. cars can get, with their traditional design and steam era "detailing", they became monotonous a bit too soon. Maybe "predictable" is a better word. There was never any adventure or sense of anticipation. It would always be four or more green cars in a perfect set.

But since New Jersey Transit took over late last year and decided to brighten the image of the cars it was going to be stuck with for the foreseeable future, railfanning the line has taken on a whole new atmosphere. Applying a traction orange and cream color scheme to some cars and at least three distinct variations of maroon/tuscan/bright red and cream to others, the fleet is now much more fun to photograph (see page 2, May 1980). Of the four new schemes, you can take your pick of a favorite and pant a breathless I-hope-I-hope-I-hope to get it in the lead, or catch a "pure" set of greens and rejoice in their historic authenticity. No matter what you get, you can't lose: it will be either colorful or pure—and unpredictable, which means fun. I became fully aware of this last April when I had a "forsythia orgy", photographing m.u.s. on both lines alongside or through the bright yellow branches of those dazzling harbingers of spring foliage.

For those of you who wish to visit the lines, they all originate out of Hoboken Terminal, and the public timetables are your best guide. There is weekend service on both the Dover and Gladstone lines, with roughly hourly service but some mid-day gaps. The Millington high bridge just west of the Millington station (see PHOTO LINE) is one of the

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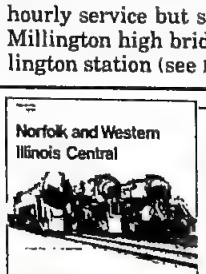

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scenic highlights of the branch, and I'd suggest at least one ride over each line to pick out your own photo spots. The west end of the Gladstone branch is the most scenic, if you need a place to start, and on the main line there is more frequent service east of Morristown. The trains out of Hoboken split at Summit to create the Gladstone and Dover trains—and they combine at Summit on the eastbound run. There's a good variety of scenery, classic equipment in a variety of paint schemes and about two years before it all turns stainless steel. Need I say more?

Jim

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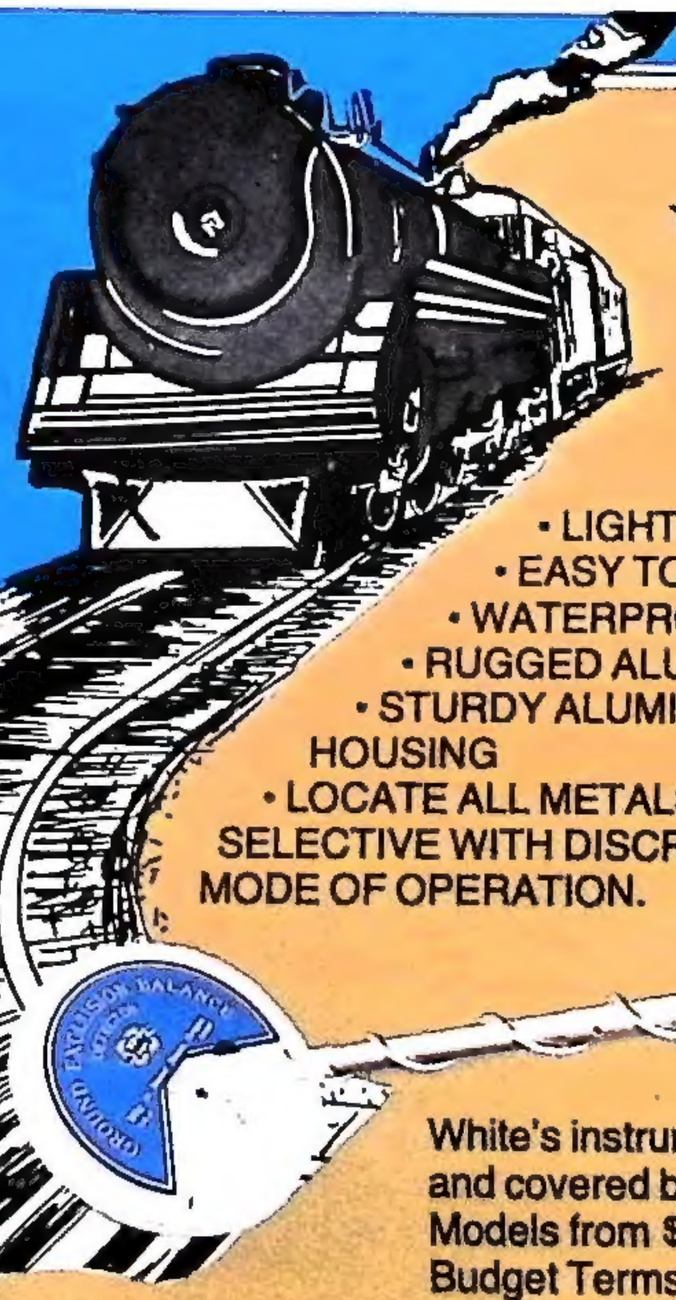
KODACHROME: WORCESTER & SULLIVAN

EKTACHROME: TOM POST

SOME FINE FIRST GENERATION locomotives have been treated to interesting paint jobs of late. The Bangor & Aroostook had planned to paint its wreck-damaged BL2 54 into its original 1949 livery, but delays in 54's overhaul yielded that honor to BL2 57 (see page 2, September '80 issue). When 54 finally rolled out of BAR's Derby Shops (**above**), it became the first BL2 to wear the road's red/gray/black colors. It was photographed on the Derby turntable on June 12, 1980.

Chicago & North Western E8 516—originally 5029A—was on display (**above right**) on May 17, 1980, for the C&NW Historical Society's tour of 40th Street Shops in its new Regional Transportation Authority livery, the first "old" unit so painted. Meanwhile, after protests from commuter groups and railfans, New Jersey Transit (incorrectly referred to here last issue as NJ DOT) has revised its all-white scheme as applied to E8s 4323 and 4334 to Amtrak's platinum mist with a more "railroady" black top band. E8 4257 wore the new colors at Bay Head on July 15 (**right**). This scheme will has now been applied to some ex-CNJ Geeps and GP40Ps and will be applied to the EL fleet of U34CHs as well.

KODACHROME: WALTER GROSSELFINGER



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